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Flying Operations

C-5 AIRCREW TRAINING



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This volume implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, and AFPD 11-4, *Aviation Service*. It establishes specific training requirements for qualification, mission qualification, continuation, and upgrade training for aircrew members operating C-5 aircraft. It applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating C-5 aircraft. Major commands (MAJCOM), field operating agencies (FOA) and Air Force direct reporting units (DRU) may supplement this instruction. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through MAJCOM channels, to HQ AMC/DOT, 402 Scott Drive, Unit 3A1, Scott AFB IL 62225-5302. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. The Paperwork Reduction Act of 1974 as amended in 1996 and AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program—Developing and Processing Forms*, affects this publication. This instruction contains references to the following Air Mobility Command (AMC) publications and forms, which may be obtained from HQ AMC/SCYV (AMC Publishing) until converted to departmental publications and forms: AMC Mission Directive 701, *Air Mobility Command Headquarters*, and any organizational mission directives, AMCI 36-2602, *Management of the Reserve Associate Program*, AMCI 11-301, *Aircrew Life Support (ALS) Program*, AMCI 14-102, *Debriefing and Reporting*, and AMC Form 97, **AMC Unusual Occurrence/Bird Strike Worksheet**.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, *Incentive Pay*, Public Law 92-204, Section 715, *Appropriations Act for 1973*, Public Laws 93-570, *Appropriations Act for 1974*, 93-294, *Aviation Career Incentive Act of 1974*, DoDD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976, with Changes 1 and 2, and Executive Order 9497, *Numbering System for Federal Accounts Relating to Individual Persons*.

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Chapter 1

GENERAL

1.1. Description. AFI 11-2C-5, Volume 1, provides for specific training management of AMC and AMC-gained C-5 aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Phases are designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency. **NOTE:** Nothing in this volume authorizes deviation from the flight manual or AFI 11-2C-5, Volume 3, *C-5 Operations Procedures*. Exceptions to guidance in this instruction and attachments, may be annotated by "**EXCEPTION:** ...," or "N/A" or "not applicable...," e.g., "N/A" or "not applicable for ANG or AFRC." **SAFETY WILL BE AGGRESSIVELY PURSUED THROUGHOUT EVERY GROUND AND FLIGHT OPERATION.**

1.2. Program Goals. The overall training objective of the aircrew training program is to develop and maintain a high state of mission readiness to facilitate immediate and effective employment in exercises, peacekeeping operations, contingencies, and conventional or nuclear war.

1.3. Waiver Authority. Unless otherwise specified in this instruction, HQ AMC/DO is the waiver authority for specific aircrew training requirements in this instruction that are not governed by AFI 11-202, Volume 1. Squadrons requesting waivers for in-unit qualification, mission qualification, or upgrade of an aircrew member will send a request through channels to the appropriate approving authority. Use [Table 1.1](#) for requesting waivers. Waiver requests for initial qualification using the secondary method will include Detachment 2, Air Mobility Command Air Operations Squadron (AMCAOS/DOUC), as an addressee. Squadrons will maintain waivers in individual AF Forms 4022, **Airman Training Record**, for one year following qualification. Operations group training offices will request applicable courseware from the on-site aircrew training system (ATS) contractor. Use courseware received only for training the person referenced in the waiver request. When courseware is adapted for local use, it will be modified only if training is incompatible with local training conditions; e.g., no simulator or when portions of training are unnecessary.

1.3.1. Waiver approval authority for all formal school prerequisites specified in AFCAT 36-2223, *USAF Formal Schools*, is Headquarters Air Education and Training Command Directorate of Operations Flying Training Division (HQ AETC/DOF) (**EXCEPTION:** Operations group commanders may waive flying hour requirements). Senior officer waiver approval authority is HQ AETC/DO with concurrence of gaining MAJCOM/DO. 19 AF/DO is waiver approval authority for all AETC flying training syllabi. (**EXCEPTION:** Senior officer syllabus waiver approval authority is HQ AETC/DO). Syllabus waiver requests will be in writing, to include the rationale for the waiver. A permanent record of all approved waivers will be maintained by the requesting wing. Units should request waivers through their MAJCOM headquarters or through the NAF if specified in the MAJCOM supplement. Headquarters should submit waivers to HQ AETC/DOF with information copies to 19 AF/DO. Waivers must be submitted and approved prior to crew members arriving for formal training. Copies of all waivers should be filed in the trainee's folder and hand-carried to the school. Refer to AFI 11-2AE, Volume 1, *AECM Aircrew Training* (forthcoming), for aeromedical evacuation crew member (AECM) waivers.

1.3.2. If required for squadrons' designated mission, accomplish events waived at formal schools in-unit before assigning MR status.

1.3.3. The operations group commander or Air Force Reserve Command/Air National Guard (AFRC/ANG) equivalent may waive MAJCOM-directed ground or flying continuation training requirements for individuals assigned to their unit on a case-by case basis. See paragraphs 4.7.1. and 4.7.2. The OG/CC or AFRC/ANG equivalent is not required to send copies of the approved waivers to parent MAJCOM or HQ AMC/DOT.

1.3.3.1. All other waiver requests will be submitted IAW [Table 1.1](#). Place copies of MAJCOM-approved waiver information in the individual's AF Form 4022 or flight evaluation folder (FEF). The reporting requirement in this paragraph is exempt from licensing in accordance with paragraph 2.11.12 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

1.3.3.2. Operations group commanders may waive total and primary aircraft inventory (PAI) hours required for upgrade in all crew positions. A copy of the waiver will be filed in individual training records. Trainees will bring their waiver letter to the formal school for insertion into their AF Forms 4022.

1.3.3.3. Operations group commanders may extend individual eligibility periods up to 2 months for [Table 4.1.](#), [Table 4.2.](#), [Table 4.3.](#), and [Table 4.4.](#) ground training requirements for reasons of crew member nonavailability or simulator maintenance downtime. Any extension that will exceed 2 months requires a waiver. Eligibility periods may not be extended for those who received an extension the previous year. HQ AMC/DOTA, HQ AETC/DOF, HQ ANG/XOO, or HQ AFRC/DOT will be notified through appropriate NAFs by message when waivers are issued.

1.3.4. Waiver Format. Waivers not falling within the guidelines above must be submitted to HQ AMC/DOTA using the following format. Items should be ordered as below; those not utilized should be marked "N/A" ("not applicable"). Asterisked (*) items must be provided for all waivers; other items as appropriate.

1.3.4.1. *Name, grade, and Social Security number.

1.3.4.2. *Flying organization (assigned or attached).

1.3.4.3. *Present crew qualification including special qualifications.

1.3.4.4. *Total flying time and primary aircraft inventory (PAI) time (include instructor or evaluator time if applicable).

1.3.4.5. *Specific nature of waiver.

1.3.4.6. *Reason and valid justification for waiver.

1.3.4.7. Crew qualification to which person is qualifying or upgrading.

1.3.4.8. Previous attendance at any formal instructor (include identifier and graduation date).

1.3.4.9. Training start date.

1.3.4.10. Mandatory upgrade or qualification date.

1.3.4.11. Date event last accomplished and normal eligibility period.

1.3.4.12. Remarks, to include formal school courseware required.

1.3.4.13. *Requesting unit point of contact (include name, rank, telephone number, and functional address symbol).

Table 1.1. Unit Waivers to AFI 11-2C-5, Volume 1.

	A	B	C
If waiver is requested by:	Send waiver request to:	Approval or disapproval will be sent to:	With information copies to:
Active duty airlift wing	OG training office to HQ AMC/DOTA	OG training office	NAF Training Office and HQ AETC/DOF
97 AMW	OG training office through 19 AF/DOM to AETC/DOF	97 AMW	HQ AMC/DOTA
AFRC Unit	OG training office through 4 AF/DOO or 22 AF/DOO, as applicable, to HQ AFRC/DOTA	AFRC Unit	4 AF/DOO or 22 AF/DOO, HQ AETC/DOF, and HQ AMC/DOTA
ANG Unit	OG training office to ANG/XOOM	ANG Unit	HQ AMC/DOTA

NOTES:

1. Operations group commanders may waive MAJCOM-directed flying continuation training requirements in this regulation for individual crew members.
2. ANG/XOOM and HQ AFRC/DOTA are waiver authorities, as appropriate, for the secondary method of training.

1.3.5. Aircrew members in Duty Not Including Flying (DNIF) status may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon who signs the AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, placing the crew member DNIF, should be consulted if the crew member's ability to complete training is in question.

1.3.6. Aircrew members performing extended alert duty (more than 72 hours) may accomplish any type of ground training during normal duty hours that does not degrade required response time or mission accomplishment. AFRC/ANG personnel may accomplish while performing any alert duty.

1.4. Use of Flying Hours:

1.4.1. Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting from training must not degrade the intended training in any way and must comply with applicable Department of Defense (DoD) instructions. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate numbered Air Force commander (ANG/CF for ANG). It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse. **NOTE:** The approval authority for Off-Station Training Flights is the Wing Commander. Commanders approving off station trainers will forward a copy of the planned itinerary to the appropriate NAF/DO (ANG/CF for ANG), AMC/DOT, and Tanker Airlift Control Center Current Operations Mobility Management (TACC/XOOM). (N/A AFRC. Refer to procedures in AFRC Instruction 11-201, *Flight Operations*.)

1.4.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order, the operations group commander or AFRC/ANG equivalent may allow upgrade or special qualification training on operational missions.

Commanders will ensure the training will not impact mission effectiveness and the crew member receiving training is under the supervision of an instructor of like specialty.

1.5. Responsibilities. AFI 11-202, Volume 1, *Aircrew Training*, outlines responsibilities for aircrew training.

1.5.1. MAJCOM Headquarters. As lead MAJCOM for the C-5 as specified in AFD 11-2 and AFD 10-9, *Lead Operating Command Weapon System Management*, AMC is responsible for standardizing aircrew flying training requirements in coordination with other user MAJCOMs. AMC is responsible for training requirements, training tasks, and determining quota requirements in coordination with other headquarters.

1.5.1.1. Courses. The AMC Director of Operations (DO), in coordination with other MAJCOMs, approves continuation training and local upgrade courses. HQ AETC/DO is the approval authority for AETC Formal School courses. Send proposals for amending existing prerequisites or deleting obsolete courses to the appropriate headquarters for approval. MAJCOMs will process the approved changes in coordination with the AFCAT 36-2223 office of primary responsibility (OPR).

1.5.1.2. Command Curriculum Review Workshop (CCRW). HQ AMC/DOT hosts a biennial CCRW. The CCRW reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from HQ AMC/DOT/DOV/DOK/SG, Air Mobility Warfare Center Operations Tactics (AMWC/WCOX), Air Combat Command (ACC), AETC, AFRC, ANG, Pacific Air Forces, United States Air Forces in Europe, Air Force Special Operations Command (AFSOC), Air Force Flight Standards Agency (AFFSA), curriculum developers, formal schools, numbered Air Force (NAF) training and standardization offices, selected unit representatives, and ATS contractors.

1.5.1.3. Programmed Flying Training (PFT). HQ AMC/DOT determines the number of training quotas needed to meet operational requirements. AETC/DOF determines the formal school capacity.

1.5.1.3.1. Units will send projected PFT requirements to their respective MAJCOM. MAJCOMs (including ANG and AFRC) will send projected PFT requirements to HQ AMC/DOT. HQ AMC/DOT will consolidate and forward requirements to HQ USAF for validation. Upon validation by HQ USAF, HQ AMC/DOT will allocate quotas. HQ AETC/DOF will publish PFT pamphlets.

1.5.1.4. Recall Procedures. Requests to recall students from a formal school must be sent from the student's MAJCOM to HQ AETC/DOF. HQ AETC/DOF will accomplish all necessary coordination with 97 AMW agencies. Emergency recall during non-duty hours may be coordinated directly with the 97 OSS with notification to HQ AETC/DOF on the next duty day.

1.5.2. MAJCOMs will provide policy and guidance in order for units to develop their respective training programs. MAJCOM unique training requirements will be forwarded by the MAJCOM to HQ AMC/DOT as necessary.

1.5.2.1. HQ AETC/DO is responsible for the formal school syllabus and is the approval authority for any changes. The syllabus will be designed to meet user requirements. All changes to the syllabus will be coordinated with user commands prior to implementation.

1.5.2.2. Supplements. MAJCOMs may supplement this instruction as outlined in AFI 11-202, Volume 1. MAJCOM supplements may be more but not less restrictive than this instruction. MAJCOMs are permitted to set requirements lower than those in this instruction when the statement “or as specified in MAJCOM supplement” is indicated as applicable to that item or event. Supplements must be approved by AMC and Air Staff IAW AFD 11-2. Coordinate supplements through HQ AMC/DOT before publication, and send two copies to HQ AMC/DOT and one copy to HQ USAF/XOOT after publication.

1.5.3. Operations Groups. The operations group will convene a training review panel (TRP) (Optional for associate units). The operations group will determine frequency, format, and content of the meetings. The TRP should review staff and aircrew management actions necessary to complete the squadrons' flight and ground training programs.

1.5.3.1. The operations group will establish procedures with the servicing military personnel flight (MPF) for individual counseling and personnel system updates for the active duty service commitment (ADSC) incurred (not applicable for AFRC/ANG). Training conducted according to this volume that is intended to result in initial qualification, requalification, or upgrade in a crew position will result in an ADSC according to AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specialized Period of Time Contracts (SPTC)*, and AFCAT 36-2223. Requalification includes training for loss of currency exceeding one year. The ADSC only applies to basic requalification in the aircraft, not subsequent in-unit requalification to a crew qualification previously held in that aircraft, such as requalification in air refueling (AR), airdrop (AD), aircraft commander, or instructor (formal school requalification will incur an ADSC).

1.5.3.2. The operations group, in coordination with the flying squadrons, will determine the functions and responsibilities of the operations support squadron (OSS) training flight. Any flight commander training functions stipulated in this volume may also be performed by appropriate OG or OSS training flight personnel.

1.5.3.3. Progress Review (PR). If at any time during a trainee's flight instruction (ATS ground instruction, see paragraph 6.4.), progress is considered unsatisfactory by the formal schoolhouse, the training squadron will notify the responsible unit training manager. On receiving documentation and recommendations from the formal schoolhouse, the responsible unit will convene a progress review to review the trainee's record and determine whether to continue, modify, terminate training, or conduct a flight evaluation board.

1.5.4. Squadrons. As a general rule, training management is at the squadron or detachment level; however, the wing or operations group commander is ultimately responsible for squadron training programs. Squadron commanders (AFRC/ANG: appropriate operations supervisor) will:

1.5.4.1. Ensure aircrew members complete training in a timely manner. Failure to reasonably progress mandates action for removal if appropriate.

1.5.4.2. Ensure formal school post-graduate questionnaires are accomplished and returned to the formal schools. A copy of the questionnaire answer form will be retained by the gaining squadron for one year after completion of formal school training.

1.5.4.3. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Unit commanders or appropriate AFRC/ANG operations supervisors may assign additional requirements based on individual crew member's experience and proficiency.

1.5.4.4. Review training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required to certify them as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.5.5. Formal School-ATS Contractor. The C-5 Aircrew Training System (ATS) contractor is responsible for all academic and training device instruction at the formal school and all C-5 ATS sites. This responsibility includes developing, updating, and publishing courseware and all syllabi in accordance with the ATS contract.

1.5.6. Formal School-Non-ATS. AFI 11-202, Volume 1, establishes requirements.

1.5.6.1. The MAJCOM/DOT is the approving authority for MAJCOM taught courses.

1.6. In-Unit Training Time Limitations. AFI 11-202, Volume 1, establishes in-unit training time limitations. In addition, comply with the time limitations in **Table 1.2**. Aircrew members entered in an in-unit training program leading to qualification or re-qualification should be dedicated to that program on a full-time basis. In-unit training should begin no later than 45 days (90 days AFRC/ANG) after reporting or being attached to a new duty station or unit. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade; computer-based training (CBT) lesson, part task trainer (PTT), weapon system trainer (WST), etc.).

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit
Initial Qualification	90 days
Requalification	90 days
Mission Qualification	90 days
Instructor Upgrade	60 days

1.6.1. Units will notify HQ AMC/DOTA (AETC/DOF for AETC, ANG/XOO for ANG, and HQ AFRC/DOT for AFRC) through channels when crew members exceed training time limits. (Use the format in paragraph 1.3.4.) Squadron commanders may extend training time up to 60 days. Extensions in excess of 60 days require MAJCOM approval. An extension-of-training-time letter, signed by the squadron commander, will state the problem and corrective action being accomplished.

1.7. Recurrency Training.

1.7.1. For loss of currency up to 6 months, an aircrew member must demonstrate proficiency in the aircraft with an instructor in all delinquent items.

1.7.2. Loss of currency exceeding 6 months. The individual is unqualified in the aircraft and must complete requalification as directed in paragraph 1.8.

1.8. Requalification Training. AFI 11-202, Volume 1, specifies requalification training limits and requirements. When completion of the requalification academic is required but not practical, or quotas are not available, units will request waivers from their parent MAJCOM which will coordinate with HQ AMC/DOT.

1.9. Active Duty Service Commitment (ADSC). AFI 11-202, Volume 1, specifies ADSC requirements.

1.10. AF Form 4022 Management. See [Attachment 5](#).

1.11. Evaluator and Instructor Usage. Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.12. Instructor Training and Supervision Requirements:

1.12.1. All air crew instructors will comply with this AFI. All instructors should be MR (wing-level and below).

1.12.2. The following personnel must be under the supervision of an instructor when performing aircrew duties (unless otherwise exempted in applicable volumes):

1.12.2.1. All noncurrent aircrew members. (See paragraph [4.7.1](#) for exceptions)

1.12.2.2. All aircrew members in initial, upgrade or requalification flying training.

1.12.2.3. Training level (TL) E and senior officers defined in AFI 11-202, Volume 1, and paragraph [2.8](#) of this volume, and any other personnel designated by the wing, operations group, or squadron commanders.

1.12.3. For unqualified, non-current, and training level E crew members an instructor must be at a set of controls during critical phases of flight.

1.13. Administration of AFI 11-2C-5, Volume 1. Units will establish requirements for this publication through MAJCOM publications distribution channels according to AFI 37-161, *Distribution Management*. MAJCOM supplements to AFI 11-2C-5 volumes will be distributed within each MAJCOM using requirements from respective basic volumes. Send two copies to HQ AMC/DOT, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302, and one copy to HQ USAF/XOOT.

1.14. Changes. Proposed amendments and recommendations for improvements to this AFI are encouraged. Send to HQ AMC/DOTA through command channels on AF Form 847.

1.15. Intracommand and Intercommand Transfer of Aircrews. Validated training completed before transfer will be honored by gaining organization and will be used to determine appropriate training phase where a newly assigned aircrew member is placed. Aircrew personnel qualified in same Mission Design Series of AMC or AETC active duty or AMC-gained AFRC/ANG units are considered qualified in that equipment throughout the force when used for the same mission. Conversion training is required for change in aircraft series. AMC does not recognize mission qualifications unless trained according to AMC mission qualification criteria. For intracommand and intercommand transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining unit commander. These personnel must be transferring to the same weapons systems.

1.16. Forms Prescribed. AF Form 4022, **Airman Training Record**; 4023, **Aircrew Training Progress Report**; 4024, **Aircrew Training Accomplishment Report**; and 4025, **Aircrew Summary/Closeout Report**.

Chapter 2

INITIAL QUALIFICATION TRAINING (PHASE I)

2.1. Description. Initial qualification training qualifies the aircrew member for basic aircrew duties in an assigned position for the C-5 without regard for the unit's operational mission. This chapter specifies minimum training requirements for initial qualification, requalification, and senior officer courses.

2.2. General Requirements. The primary method of aircrew qualification is to complete the appropriate formal training listed in AFCAT 36-2223. The secondary method is to complete initial qualification in-unit using formal school courseware to accomplish academics and ATD training.

2.2.1. Air Force enlisted aircrew qualification for flight engineers and loadmasters is not tied to AFMAN 36-2108, *Airman Classification*, skill-level upgrade.

2.2.2. Basic flight engineer (BFE) and basic loadmaster (BLM) graduates who are awaiting attendance at their respective aircraft initial qualification may enter training prior to attending their initial qualification courses (FEIQ and LMIQ). Use the ATS Pre-Initial Qualification Training Guide to conduct this training. The squadron commander is authorized to certify eligibility for aviation service, and the local Host Operations Systems Management will publish an aeronautical order based on the squadron commander's recommendation and AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

2.3. Initial Qualification Training Prerequisites. Initial qualification prerequisites are described in AFI 11-202, Volume 1, in this volume and in AFCAT 36-2223. Aircrew members will incur active duty service commitments (ADSC) as prescribed in AFI 36-2107 (officer and enlisted) and AFCAT 36-2223. All personnel maintaining flying status (AFI 11-401, *Flight Management*) will meet the following requirements before flying:

2.3.1. Physiological Training (AFI 11-403, *Aerospace Physiological Training Program*).

2.3.2. Flight Physical.

2.4. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1.

2.4.1. Complete the appropriate AFCAT 36-2223 formal training.

2.4.2. In-unit training (secondary method) is authorized only with HQ AMC/DOTA approval except when specifically exempted by this volume. Unit commanders using the secondary method will obtain and use the currently approved C-5 formal school courseware. (See AFCAT 36-2223.)

2.4.2.1. Students will complete all academic training requirements as directed in applicable courseware.

2.4.2.2. Students must satisfactorily complete all written/ATS end-of-course examinations as directed by AFI 11-202, Volume 2, *C-5 Aircrew Evaluation Criteria*, and MAJCOM guidance.

2.4.2.3. Students must complete egress and life support training before the first flight. Accomplish egress training on the aircraft.

2.4.3. ATD Requirements. CPT, WST, and ARPTT training for aircrew members will provide experience in normal and emergency procedures. Except for ARPTT, the ATS contractor normally accomplishes device training.

2.5. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1.

2.5.1. Satisfactory completion of the appropriate AFCAT 36-2223 formal training satisfies requirements of this section for all aircrew members. Approved in-unit qualification training must be accomplished according to applicable formal school courseware and the following guidance:

2.5.2. Flying training lessons should be completed in order; however, if mission scheduling or trainee progress dictates otherwise, the order may be changed by the squadron commander.

2.5.3. All crew member requirements may be completed on training or operational missions under the supervision of an instructor or flight examiner in the same aircrew position. Comply with restrictions in appropriate 11-series directive.

2.5.4. There should be a minimum time lapse between training missions and every effort should be made to complete qualification training within 90 days for active duty, and 180 days for AFRC/ANG.

2.6. Conversion/Difference Qualification. When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to management of initial cadre aircrew qualification:

2.6.1. Form a nucleus of instructor and flight-examiner personnel (initial cadre) to begin aircrew conversion. Converting units may request initial cadre waiver of PAI time requirement. Send waivers through channels and include the information specified in paragraph 1.3.4. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks' section of the waiver.

2.6.2. Initial cadre will not be designated in a crew position higher than currently held, e.g., C-5 mission pilot (MP) to C-17 evaluator pilot (EP) unless previously qualified in the conversion aircraft.

2.6.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.7. Multiple Qualifications. Not applicable.

2.8. Senior Officer Qualification. AFI 11-202, Volume 1, identifies senior officer qualification requirements.

2.8.1. Senior officer qualification is reserved for officer (O-6 selects and above) positions requiring operational flying. Unless previously qualified in the C-5, senior officers will attend the pilot senior officer at Altus AFB. This does not lead to unsupervised qualification; senior officers must fly with an instructor and maintain flying training level (FTL) E continuation training requirements. Senior officers who maintain FTL E maintain basic aircraft qualification (BAQ) requirements. **EXCEPTION:** Senior officers wanting to fly unsupervised must have completed initial qualification. Those who were previously qualified in the C-5 via an initial qualification may complete requalification training, in accordance with paragraph 1.8. Senior officers flying unsupervised must be current and qualified and maintain flying training level A and ground training level 3 continuation training

requirements. Senior officer training, qualification, and certification will occur within the first 180 days after assuming assignment.

2.8.2. Flying NAF/CCs and OG/CCs must be fully certified flight examiners in their primary assigned aircraft. These individuals do not require nor do they have to maintain instructor certification or mission ready status. To become a flight examiner, NAF/CCs and OG/CCs must maintain a minimum of TL E requirements and be flight examiner certified IAW AFI 11-2C-5, Volume 2. This policy is based on the premise that these individuals already possess a strong history of experience, judgment, and superior airmanship to evaluate high standards of performance in the air. As a result, additional currency/proficiency requirements to maintain flight examiner status are not required. Also, flight examiner status for additional aircraft assigned to the unit is not required. NAF/CCs and OG/CCs maintaining TL E require instructor supervision when at the controls of an aircraft. **NOTE:** OG/CCs must attend either initial or requalification courses (as required) to qualify in their primary assigned aircraft. Use of the senior officer course is not authorized.

2.8.3. Squadron commanders and operations officers will accomplish initial and mission qualification, and maintain basic and mission currency requirements. These individuals will qualify in AR based on their squadron's mission description (*N/A to AFRC/ANG*).

2.9. Flight Surgeons. AFI 11-202, Volume 1, establishes flight surgeon initial qualification requirements. Flight surgeons will complete written qualification examination pertaining to their primary assigned aircraft administered by standardization-evaluation (stan/eval) and accomplish all items in [Table 4.5](#), prior to flight.

2.10. Reports. The ATS has a post-training feedback system that elicits information and comments from students, supervisors, and evaluators in order to continually improve, update, and refine the ATS. Commanders and supervisors should promote use of this feedback system to its fullest extent.

2.11. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a progress review (PR). The PR can recommend continuation in training or AFI 11-402 action, e.g., a flying evaluation board to the individual's unit commander. (**NOTE:** The ATS contractor will identify students who fail to progress IAW the applicable ATS contract as outlined in paragraph [6.4.1](#).)

2.12. Failure to Complete Training. If any crew member fails to complete a formal for reasons other than those described in paragraph [2.11](#), the formal school will send a recommendation to the individual's unit on whether he or she should complete training in-unit, or return to the formal school to complete training.

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE II)

3.1. Mission Qualification Training. This chapter establishes minimum criteria and training requirements for airland qualification. Training missions outlined here establish basic items to be covered during mission qualification training. Except where specifically stated, squadrons may arrange mission sequence or sequence of items as necessary to use flying training hours effectively and accomplish the unit mission. All crew members will complete airland qualification (phase I) and mission qualification (phase II) prior to entering special mission qualification or upgrade training. When participating in unilateral training and joint airborne air transportability training (JA/ATT) missions, trainees may be utilized in their respective crew positions provided the unqualified crew position is supervised by an instructor or flight examiner.

3.2. Time Period for Mission Qualification. Pilots and navigators will complete mission qualification training within 90 days (180 days for AFRC/ANG) after beginning mission qualification training at the unit. Training time starts with the first significant training event (a training event directly contributing to mission qualification and upgrade; CBT lesson, PTT, WST, etc.). Individuals unable to complete mission qualification within these limits may continue training. However, comply with the requirements of paragraph 3.2.3. **NOTE:** See [Attachment 2](#) for prerequisites. Squadron commanders may add requirements upon evaluation of individual proficiency, experience, and judgment. Mission Enhancement Crossflow Program (MECP) pilots will be entered into aircraft mission qualification upon arrival at the unit. They are not required to complete the ATS Pilot Mission Qualification Phase I.

3.2.1. Second FE certification programs will train unique local operating procedures and those tasks introduced during the initial qualification (code "T"), but the training is completed in-unit (e.g., engine running onload or offload). Instructors and supervisors will assess the second engineers overall performance and provide formal instructor/supervisory feedback. Second flight engineer (FE) qualification time limit is 60 days for active duty, ANG, and AFRC. Upgrade to first FE will be within 1 year after certification to second FE for active duty and 2 years for ANG and AFRC. Initiation of an initial first flight engineer qualification evaluation completes training. First flight engineer candidates who do not successfully complete an initial qualification evaluation will follow the time restrictions and requalification criteria established in AFI 11-202, Volume 2.

3.2.2. LM qualification time limit is 120 days for active duty and 240 days for ANG and AFRC. Initiation of an initial loadmaster mission qualification evaluation completes training. Loadmaster candidates who do not successfully complete an initial qualification evaluation will follow the time restrictions and requalification criteria established in AFI 11-202, Volume 2.

3.2.3. Units will notify HQ AMC/DOTA (ANG/XOO for ANG and HQ AFRC/DOT for AFRC) through channels of crew members exceeding training time limits. (Use the format in paragraph 1.3.4.) Squadron commanders may extend training time up to 60 days. Extensions in excess of 60 days require HQ AMC/DOTA approval (not applicable to ANG and AFRC). An extension-of-training-time letter, signed by the squadron commander, will state the problem and corrective action being accomplished.

3.3. Ground Training Requirements. All academic ground training required for mission qualification will be completed prior to certification or qualification in the unit operational mission. The events listed

in **Table 3.1.** will be accomplished (*N/A to senior officers or staff officers maintaining basic aircraft qualification*).

Table 3.1. Mission Qualification Ground Training Requirements.

Event^{1,2,3}	Code
Aircraft Marshaling Training and Examination ⁵	G002
Chemical Biological Warfare Training	G010
Ground Egress ^{4, 5}	LS08
Tactics	G060
Aircrew Intelligence	G070
Communications Procedures (N/A to loadmasters) ⁵	G080
Anti-Hijack ⁵	G090
Isolated Personnel Report (ISOPREP) Review	G120
IRC (Pilots and navigators only) ⁵	G130
TERPS (Flight engineers only) ⁵	G150
Hazardous Cargo Training (Pilots and Loadmasters only)	G182
CRM ⁵	G230
Combat Arms Training	G280
Aircrew Chemical Defense Training ACDT ⁴	LS04
ACDTQT	P280
Flight Physical ⁵	PP01
Physiological Training ⁵	PP11
Initial Combat Survival Training	S-V80-A
Initial Water Survival Training	S-V90-A

NOTES:

1. Events may be accomplished at formal school or in-unit. Previously certified and qualified mission-ready crew members transferring between units or in a cross-flow program (between flying units) only need G002, G120 and any applicable events in which they have lost currency. MECP pilots require G060.
2. Pilot upgrade crew members only need G002 and other applicable events in which they are non-current.
3. Flight surgeons need G010, G120, LS02, PP01 and PP11 only.
4. Normally accomplished at the formal school.
5. Formal school crew members will complete these items prior to certification in the unit mission.

3.3.1. Academic ground training required for mission qualification will be conducted by the ATS contractor as specified by the contract. The unit will provide any additional ground training not covered by the ATS contract.

3.3.2. Ground training accomplished during mission qualification establishes due dates for subsequent continuation training. Completion of S-V80-A, S-V90-A, and initial life support equipment training during formal school establishes the due date (based on date of first completed) for recurring Combat Survival (LS02) and Water Survival (LS03) training. Completion of S-V80-A establishes the due date for recurring Law of Armed Conflict (G100), and Protection from Terrorism (G110) training.

3.4. Flying Training Requirements:

3.4.1. Basic aircraft qualified (BAQ) aircrew members pursuing MR status will accomplish Training Level "D" continuation training requirements.

3.4.2. After arrival at duty station, crew members must receive a supervised duty familiarization or orientation flight and local flying area or associated hazards brief (*N/A to in-unit initial, requal, or upgrade training*). See paragraph [A2.3](#) for specifics.

3.4.3. When participating in unilateral training and joint airborne air transportability training (JA/ATT) missions, trainees may be utilized in their respective crew positions provided the unqualified crew position is supervised by an instructor or flight examiner.

Chapter 4

CONTINUATION TRAINING (PHASE III)

4.1. Continuation Training. Requirements in this chapter satisfy minimum flying and related ground training requirements established by Air Force and AMC to maintain currency. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. C-5 aircrew members are assigned to mission ready (MR), basic mission capable (BMC), basic aircraft qualification (BAQ), or non-mission ready (NMR) status.

4.2.1. Mission-Ready (MR). For Status of Resources and Training System, operational tasking, and deployments a mission-ready aircrew member is defined as one who is current, qualified, and certified in the squadron's mission (completed mission qualification training for applicable crew position).

4.2.1.1. In addition, crew members must have accomplished and/or maintain the following minimum requirements:

4.2.1.1.1. Annual physical.

4.2.1.1.2. Physiological training.

4.2.1.1.3. Flight evaluation in the unit's mission.

4.2.1.1.4. Flight currency events, except special mission qualifications that do not affect the wartime mission.

4.2.1.1.5. Crew Resource Management (CRM) training, according to AFI 11-290, *Cockpit/Crew Resource Management Program* (Flight Surgeons: CRM is a one-time requirement in the primary assigned aircraft).

4.2.1.1.6. Life support equipment and procedures training according to AFI 11-301, *Life Support Program*.

4.2.1.1.7. Instrument Refresher Course according to AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, (all pilots, and navigators with flight instruments at their station).

4.2.1.1.8. Ground egress training.

4.2.1.1.9. All events listed in the applicable ground continuation training tables. (See paragraph 4.7.2. for waiver requirements.)

4.2.1.1.10. Semiannual flying continuation training requirements. (See paragraph 4.7.1. for waiver requirements.)

4.2.2. Basic Mission Capable (BMC). A non-mission ready aircrew member assigned to MAJCOM headquarters, NAF, TACC, AMWC, Tanker Airlift Control Element (TALCE), Air Mobility Operations Group (AMOG), Formal Schoolhouse, or direct reporting unit who has satisfactorily completed mission qualification training, does not maintain MR status, but maintains familiarization in the command or unit operational mission. The aircrew member may maintain qualification in some aspects of the unit mission, and is able to attain full qualification in the unit mission within 45 days. Formal schoolhouse BMC crews are qualified to conduct all aspects of their training mission. Formal schoolhouse instructors must be qualified in the training/unit mission prior to performing instructor duties.

4.2.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.4. Non-Mission Ready (NMR). An individual who is noncurrent or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission is a NMR crew member.

4.2.4.1. If a crew member is NMR for failure to complete required continuation training, the operations group commander has two options:

4.2.4.1.1. Waive the required training in accordance with paragraph 4.7. The individual is then a MR crew member.

4.2.4.1.2. Place the crew member in supervised status (individual flies with an instructor of like specialty) until required training is accomplished. The operations group commander may allow individuals to fly unsupervised on CONUS sorties if loss of MR status was for failure to complete ground/flying continuation training. **NOTE:** For flight continuation training events that have a currency and are listed in Table 4.1., OG/CC approval is not required and the individual may fly under the same rules as paragraph 4.2.4.2.

4.2.4.2. If the crew member is NMR for failure to maintain currency per paragraph 4.6., place the crew member in supervised status for that event (individual flies with an instructor of like specialty) until required training is accomplished. If the individual is noncurrent for an event in Table 4.1., he/she may fly unsupervised on CONUS sorties for which that event will not be accomplished. The crew member cannot deploy until currency is regained.

4.2.5. In addition to the above, MR, BMC, and BAQ crew members must have accomplished and/or maintained the requirements in AFI 11-202, Volume 1, for their respective status, as well as all events listed in the applicable ground and semiannual flying continuation tables.

4.3. Responsibilities:

4.3.1. Squadron Commander. The squadron commander or designated representative determines the training level of each assigned crew member.

4.3.1.1. Training Levels (TL). Before each semiannual period, squadron commanders will assign each crew member a TL. TL assignment is based on experience and aircraft proficiency. Airlift aircrew members may have a different TL for different flying qualifications. Crew members may be assigned ground training levels that are more restrictive, but never less restrictive than the requirements in paragraph 4.3.1.1.2. TL definitions follow:

4.3.1.1.1. Flying Training Levels (FTL):

4.3.1.1.1.1. FTL "A"—highly experienced crew members. This may include MR or MAJCOM and TACC personnel; formal school instructors; NAF personnel; AMWC instructors; wing, operations group, and squadron commanders; operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. Squadron commanders have the discretion to assign highly experienced MR line crew members to this level. **NOTE:** NMR crew members assigned to MAJCOM headquarters, NAF, TACC, AMWC, TALCEs, AMOGs, Combat Crew Training School, or a direct reporting unit may be categorized as Basic Mission Capable (BMC) and assigned to FTL "A" and GTL "4." In addition to GTL "4" requirements, these individuals must also

accomplish annual CRM training requirements. These individuals may fly unsupervised on local training missions provided they are current and qualified. They require instructor supervision on all other missions. Since these crew members do not maintain MR status, they cannot log MP, mission navigator (MN), or mission flight engineer time. For example a pilot may log EP, IP, or basic qualified aircraft commander time. If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived. (See paragraph 4.7.)

4.3.1.1.1.2. FTL "B"—experienced, mission ready crew members.

4.3.1.1.1.3. FTL "C"—MR crew members. Copilots should be assigned to FTL "C." If desired, squadron commanders may assign highly proficient copilots or first pilots to FTLs "A" or "B."

4.3.1.1.1.4. FTL "D"—basic aircraft qualified crew members. Designated primarily for basic aircraft qualified crew members who are pursuing MR status.

4.3.1.1.1.5. FTL "E"—basic aircraft qualified, non-instructor staff (may include senior officers, MAJCOM, NAF, and TACC individuals who are not maintaining MR or instructor status). FTL E requirements are insufficient for MR status. Crew members assigned to FTL E will fly with an instructor of like specialty at all times.

4.3.1.1.2. Ground Training Levels (GTL):

4.3.1.1.2.1. GTL "1"—highly experienced crew members with greater than 10 years of operational flying.

4.3.1.1.2.2. GTL "2"—experienced crew members with greater than five, but less than 10 years of operational flying.

4.3.1.1.2.3. GTL "3"—inexperienced crew members with less than five years of operational flying.

4.3.1.1.2.4. GTL "4"—NMR senior officers and staff officers, and those not required to maintain MR status.

4.3.1.1.3. Change of FTL or GTL. Once the semiannual period begins, personnel should not be moved to a level requiring fewer events. **EXCEPTION:** Basic aircraft qualified crew members may be placed in a different FTL any time after attaining MR status.

4.3.1.2. Each aircrew member is responsible for monitoring and completing training requirements.

4.4. Training Events/Tables. Standardized AFORMS training event identifiers and descriptions are located in [Attachment 4](#). Unit defined events will be designated "X" events (e.g., X020).

4.4.1. Crediting Event Accomplishment:

4.4.1.1. In addition to events accomplished on training and operational missions, those flight events accomplished on a satisfactory qualification, mission qualification, specialized mission qualification, or requalification evaluation may be credited towards the individual's currency requirements and establishes a subsequent due date.

4.4.1.2. Aircrew members who are unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for those events graded Q-3 until requalified. Events completed on a successful reevaluation may be logged.

4.4.1.3. Detachment 2 AMCAOS and 97 AMW pilots (maintaining MR status) must participate as primary or additional crew members on one overseas sortie during each semiannual period. Loadmasters will accomplish one overseas sortie annually as primary or additional crew members.

4.4.1.4. (*N/A to 97 AMW and Detachment 2 AMCAOS personnel*) OG/CCs may authorize substituting CONUS operational sorties for overseas when either or both airlift requirements or crew member availability is insufficient to provide overseas sortie accomplishment. This authority will not be delegated to lower levels. Consecutive CONUS sortie substitution is not permitted.

4.5. Currency for Aircrew Members:

4.5.1. Ground Continuation Training Events. Aircrew members will comply with requirements of [Table 4.1.](#) through [Table 4.5.](#) as appropriate. See [Attachment 1](#) for descriptions. AECMs comply with requirements in AFI 11-2AECM, Volume 1.

4.5.1.1. Centralized aircrew training record: All training events will be recorded in the AFORMS database. Event identifiers are listed in [Attachment 4.](#)

4.5.1.1.1. Training events conducted during block training or ATS training may be consolidated under one entry.

4.5.1.1.2. Combined training events may have only one AFORMS entry.

4.5.1.1.3. All one-time and PCS—in events will be entered into the AFORMS' database. These events need not be maintained on individual currency reports.

4.5.1.2. Mission ready (MR) requirements must be completed prior to participating in an operational mission as a qualified aircrew member. Local training missions may be flown before completing all MR items, provided the individual has a current flight physical, and has completed physiological, initial ground egress, and life support training.

4.5.1.3. Annual ground training requirements are not required for those aircrew members who will not remain in the command or will be assigned nonflying positions within four months after their due date.

4.5.1.4. Crew members attached to units (i.e., NAF, MAJCOM, AMWC, etc.) may accomplish ground training events at locations other than their units of attachment. Individuals are responsible for reporting accomplished training to their unit of attachment's AFORMS office.

4.5.1.5. Continuation Training. The following will be emphasized in continuation training courses:

4.5.1.5.1. Crew resource management (CRM).

4.5.1.5.2. Systems knowledge and operating procedures.

4.5.1.5.3. Normal, emergency, and instrument flight procedures.

4.5.1.5.4. Mission-Oriented Simulator Training (MOST).

4.5.1.6. Block Training. Operations support squadron training offices will provide all annual ground training required to maintain currency for aircrew members assigned or attached to AMC active duty airlift units. **EXCEPTION:** Physiological training, flight physicals, refresher ground training provided by the ATS contractor, and recurring written examinations.) Operations support squadron training offices will also:

4.5.1.6.1. Establish and administer non-ATS centralized aircrew training.

4.5.1.6.2. Work with the ATS contractor to construct centralized aircrew training to provide effective training in minimum time with the least disruption of aircrew productive time.

4.5.1.6.3. Publish training schedules and quotas in the wing operations plan.

4.5.1.6.4. Ensure aircrew members entered into training are not removed until completion.

4.5.1.6.5. Determine instructor augmentation. The operations group commander will direct augmentation, as required.

4.5.1.7. First flight engineers and higher will attend C-5 Flight Engineer Systems Refresher (FESR) annually within the 6-month eligibility period following the end of the birth month or currency reference month. FESR for second flight engineers is optional but encouraged. Individuals who instruct in the FESR within their eligibility period may take credit for that portion of the actually taught. FEs who complete Flight Engineer Instructor (IFE) or First Flight Engineer Qualification (FFEQ) during their 6-month eligibility period may credit the FESR.

4.5.1.8. LMs will attend refresher training annually. The eligibility period is the 6-month period following the end of the individual's birth month or currency reference month. The block training will include all annual ground training required to maintain currency. Use LM initial qualification date to establish the date training last completed. Individuals who instruct in the LM refresher within their eligibility period may take credit for that portion of the actually taught. LMs who attend Loadmaster Initial Qualification (LMIQ), Loadmaster Mission Qualification (LMMQ), or the Instructor Loadmaster Qualification (ILM) during their eligibility period will satisfy annual refresher training requirements. Loadmaster refresher training satisfies the Hazardous Cargo (G182) ground continuation training requirement.

4.5.1.9. Flight Surgeons comply with requirements of [Table 4.5](#).

4.5.1.10. Pilots who completed the Aircraft Commander Air Refueling, but have not been certified as an aircraft commander (AC), should maintain AR currency on operational or local missions under the supervision of an IP; however, on an operational mission, the fuel required must be unloaded first by a qualified AC or higher.

Table 4.1. Pilot Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3	GTL 4
Chem-biological Warfare Defense Training	G010	B	B	B	
Aircraft Ground Egress Training ¹	LS08	T	T	B	B
Tactics	G060	A	A	A	
Aircrew Intelligence	G070	A	A	A	

Event	Code	GTL 1	GTL 2	GTL 3	GTL 4
Communications Procedures	G080	A	A	A	
Anti-hijack	G090	B	B	B	
Laws of Armed Conflict	G100	A	A	A	
Protection From Terrorism	G110	A	A	A	
ISOPREP Review ²	G120	180	180	180	
Instrument Refresher Course (IRC)	G130	C	C	C	C
Hazardous Cargo Training (ACs and higher)	G182	B	B	B	
CRM Refresher	G230	A	A	A	A
CRM Simulator ³	G240	A	A	A	A
Simulator Refresher	G250	SA	SA	SA	A
Simulator Proficiency Sortie (SPS) ⁴	G258	SA	SA	SA	
Tactics Simulator ⁵	G270	A	A	A	
Small Arms Training ⁸	G280	B	B	B	
Aircrew Chemical Defense Training	LS04	B	B	B	
Combat Survival Training	LS02	T	T	T	
Water Survival Training	LS03	T	T	T	
Flight Physical ¹	PP01	A	A	A	A
Physiological Training ¹	PP11	T	T	T	T ⁷
Flight Records Review ⁶	RR01	A	A	A	A

A-Annual B-Biennial C-Check Cycle SA-Semiannual T-Triennial

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
2. ISOPREP review is a 180-day currency.
3. Accomplished concurrently with simulator refresher training (G250).
4. Not applicable to NAF, 97 AMW and Detachment 2 AMCAOS.
5. Required upon completion of visual system modification.
6. Not required to maintain mission ready status, although should be accomplished when due.
7. Rated officers with greater than 25 years time in service require physiological training every 5 years.
8. See event description in [Attachment 4](#) for additional information on currency requirements.

Table 4.2. Navigator Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3
Chemical-biological Defense Training	G010	B	B	B
Aircraft Ground Egress Training ¹	LS08	T	T	B
Tactics	G060	A	A	A
Aircrew Intelligence	G070	A	A	A
Anti-hijack	G090	B	B	B
Laws of Armed Conflict	G100	A	A	A
Protection From Terrorism	G110	A	A	A
ISOPREP Review ²	G120	180	180	180
Instrument Refresher Course	G130	C	C	C
CRM Refresher	G230	A	A	A
CRM Simulator	G240	T	T	T
Tactics Simulator ³	G270	A	A	A
Small Arms Training ⁵	G280	B	B	B
Aircrew Chemical Defense Training	LS04	B	B	B
Combat Survival Training	LS02	T	T	T
Water Survival Training	LS03	T	T	T
Flight Physical ¹	PP01	A	A	A
Physiological Training ¹	PP11	T	T	T
Flight Records Review ⁴	RR01	A	A	A

A-Annual B-Biennial C-Check Cycle T-Triennial

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
2. ISOPREP review is a 180-day currency.
3. Optional upon completion of visual system modification.
4. Not required to maintain mission ready status, although should be accomplished when due.
5. See event description in [Attachment 4](#) for additional information on currency requirements.

Table 4.3. Flight Engineer Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3
Chem-biological Warfare Defense Training	G010	B	B	B
Aircraft Ground Egress Training ¹	LS08	T	T	B
Tactics	G060	A	A	A
Aircrew Intelligence	G070	A	A	A
Anti-hijack	G090	B	B	B
Laws of Armed Conflict	G100	A	A	A
Protection From Terrorism	G110	A	A	A
ISOPREP Review ²	G120	180	180	180
TERPS	G150	T	B	A
Aircraft Systems Refresher ³	G220	A	A	A
CRM Refresher	G230	A	A	A
CRM Simulator	G240	A	A	A
Simulator Refresher	G250	SA	SA	SA
Small Arms Training ⁵	G280	B	B	B
Aircrew Chemical Defense Training	LS04	B	B	B
Combat Survival Training	LS02	T	T	T
Water Survival Training	LS03	T	T	T
Flight Physical ¹	PP01	A	A	A
Physiological Training ¹	PP11	T	T	T
Flight Records Review ⁴	RR01	A	A	A
<i>A-Annual</i>	<i>B-Biennial</i>	<i>C-Check Cycle</i>	<i>SA-Semiannual</i>	<i>T-Triennial</i>

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
2. ISOPREP review is a 180-day currency.
3. Aircraft Systems Refresher is optional for MAJCOM/NAF/OG standardization flight engineers.
4. Not required to maintain mission ready status, although should be accomplished when due.
5. See event description in [Attachment 4](#) for additional information on currency requirements.

Table 4.4. Loadmaster Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3
Chem-biological Warfare Defense Training	G010	B	B	B
Aircraft Ground Egress Training ¹	LS08	T	T	B
Tactics	G060	A	A	A
Aircrew Intelligence	G070	A	A	A
Anti-hijack	G090	B	B	B
Laws of Armed Conflict	G100	A	A	A
Protection From Terrorism	G110	A	A	A
ISOPREP Review ²	G120	180	180	180
Hazardous Cargo Training	G182	A	A	A
Aircraft Systems Refresher ³	G220	A	A	A
CRM Refresher	G230	A	A	A
CRM Simulator	G240	T	T	T
Small Arms Training ⁵	G280	B	B	B
Aircrew Chemical Defense Training	LS04	B	B	B
Combat Survival Training	LS02	T	T	T
Water Survival Training	LS03	T	T	T
Flight Physical ¹	PP01	A	A	A
Physiological Training ¹	PP11	T	T	T
Flight Records Review ⁴	RR01	A	A	A

A-Annual B-Biennial C-Check Cycle T-Triennial

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished.
2. ISOPREP review is a 180-day currency.
3. Aircraft Systems Refresher is optional for MAJCOM/NAF/OG standardization loadmasters.
4. Not required to maintain mission ready status, although should be accomplished when due.
5. See event description in [Attachment 4](#) for additional information on currency requirements.

Table 4.5. Senior Officer and Flight Surgeon Ground Continuation Training Events.

Event	Code	Senior Officer	Flight Surgeon
Chemical-biological Defense Training ²	G010		B
Aircraft Ground Egress Training ¹	LS08	B	B
Anti-hijack	G090		B
Law of Armed Conflict	G100		A
Protection from Terrorism	G110		A
ISOPREP Review ³	G120		180
Instrument Refresher Course (IRC)	G130	C	
Crew Resource Management	G230	A	Initial ⁴
Combat Survival Training ²	LS02	T	T
Water Survival Training ²	LS03	T	T
Aircrew Chemical Defense Training ²	LS04		B
Flight Physical ¹	PP01	A	A
Physiological Training ¹	PP11	T	T
Written Exam	Q001		C
Flight Records Review	RR01	A	A

A-Annual B-Biennial C-Check Cycle T-Triennial

NOTES:

1. Aircraft ground egress training, flight physical, and physiological training are mandatory grounding items; individual will not fly until training is completed.
2. Flight surgeons without a mobility requirement do not need to accomplish this event.
3. ISOPREP review is a 180-day currency.
4. One time requirement for flight surgeons in their primary assigned aircraft.

4.5.2. Flying Continuation Training Requirements. **Table 4.6.**, **Table 4.7.** and **Table 4.8.** list flying continuation training requirements for C-5 aircrew members.

4.5.2.1. Dual Seat Qualification. IPs, aircraft commanders, and first pilots will be dual-seat qualified. These dual-seat qualified individuals must accomplish recurring qualification checks according to AFI 11-2C-5, Volume 2, or MAJCOM publications. Copilots may not fly in the left seat unless under direct IP supervision. Dual-seat aircraft commanders and first pilots may accomplish training events in either seat.

4.5.2.2. ATD Credit for Training Devices. Aircrew members who graduate from the following courses will be credited with ATD missions in the semiannual period in which they graduate:

- 4.5.2.2.1. Pilot Initial Qualification (PIQ).
- 4.5.2.2.2. Aircraft Commander Qualification (ACQ).
- 4.5.2.2.3. Aircraft Commander Initial Qualification (ACIQ).
- 4.5.2.2.4. Pilot Requalification (PREQ).
- 4.5.2.2.5. Instructor Pilot Qualification (IP).
- 4.5.2.2.6. First Pilot Qualification (FPQ).
- 4.5.2.2.7. Flight Engineer Initial Qualification (FEIQ).
- 4.5.2.2.8. First Flight Engineer Qualification (FFEQ).

4.5.2.3. Senior officers and staff crew members maintaining basic aircraft qualification will, as a minimum, maintain FTL E requirements. This requirement also applies to additional aircraft an individual may be qualified in. In addition to always flying with an instructor of like specialty, FTL E senior pilots must be current in take-offs, landings, and instrument approaches prior to carrying passengers.

4.5.2.4. WST/ARPTT Credit. The following semiannual flying training events may be accomplished and credited in the WST:

- 4.5.2.4.1. Proficiency Sortie, M010.
- 4.5.2.4.2. Takeoff, P020.
- 4.5.2.4.3. Spiral Up Departure, P053.
- 4.5.2.4.4. Random Steep Arrival, P064.
- 4.5.2.4.5. Visual Flight Rules (VFR) Overhead, P061.
- 4.5.2.4.6. Curvilinear Approach, P065.
- 4.5.2.4.7. Instrument Approach, P070.
- 4.5.2.4.8. Precision Approach (except PAR), P100.
- 4.5.2.4.9. Nonprecision Approach, P110.
- 4.5.2.4.10. NDB Approach, P116.
- 4.5.2.4.11. Category II ILS, P120.
- 4.5.2.4.12. Circling, P130.
- 4.5.2.4.13. Visual Traffic Pattern, P140.
- 4.5.2.4.14. FE Approach, P145.
- 4.5.2.4.15. Missed Approach, P160.
- 4.5.2.4.16. 3-Eng Missed Approach/Go Around, P170.
- 4.5.2.4.17. 3-Eng Approach/Landing, P180.

4.5.2.4.18. Landing, P190.

4.5.2.4.19. Night Landing, P192.

4.5.2.4.20. Touch-and-Go Landing, P200.

4.5.2.4.21. Receiver AR, R010 (maximum of two per semiannual period).

4.5.2.4.22. Receiver AR (Night), R020.

4.5.2.4.23. Receiver AR (Heavyweight), R030.

4.5.2.4.24. Receiver AR Breakaway, R040.

NOTE:

If an ATD is waived according to [Chapter 1](#), the individual must perform a complete academic review of the material in the ATD.

Table 4.6. Pilot Semiannual Flying Requirements.

Event	Code	Pilot						First Pilot/Copilot				
		A	B	C	D	E	Cur	A	B	C	D	Cur
Proficiency Sortie ¹	M010	2	2	2	2			3	3	4	5	
Overseas Sortie ²	M030	4	4	4	4			4	4	4	4	
Takeoff	P020	12	18	24	30	6	<i>M</i>	12	18	24	30	<i>M</i>
Spiral Up Departure	P053	1	1	1	1							
Random Steep Arrival	P064	1	1	1	1							
VFR Overhead	P061	1	1	1	1							
Curvilinear Approach	P065	1	1	1	1							
Instrument Approach	P070	15	20	26	32	6	<i>M</i>	15	20	26	32	<i>M</i>
Precision Approach	P100	6	6	8	10	2		6	6	8	10	
Nonprecision Approach	P110	6	6	8	10	2		6	6	8	10	
NDB Approach ⁶	P116	2	2	2	2			2	2	2	2	
Category II ILS	P120	2	2	2	2							
Circling	P130	2	2	2	2			2	2	2	2	
Visual Traffic Pattern	P140	2	2	2	2			2	2	2	2	
Missed Approach	P160	2	3	3	3			2	3	3	3	
3-Eng Missed Approach/Go Around ³	P170	2	3	3	3							
3-Eng Approach/Landing ³	P180	2	2	2	2							
Landing	P190	12	18	24	30	6	<i>M</i>	12	18	24	30	<i>M</i>
Night Landing	P192	2	2	2	2		<i>Q</i>	2	2	2	2	

Event	Code	Pilot						First Pilot/Copilot				
		A	B	C	D	E	Cur	A	B	C	D	Cur
Touch-and-go Landing ⁴	P200						<i>M</i>					
HAVE QUICK Radio Procedures	P260	2	2	2	2			2	2	2	2	
SECURE VOICE Operation	P270	2	2	2	2			2	2	2	2	
ACDTQT	P280	A	A	A	A			A	A	A	A	
Receiver AR ⁵	R010	4	5	6	7		<i>M</i>					
Receiver AR (Night)	R020	1	2	2	2							
Receiver AR (Heavyweight)	R030	1	1	1	1							
Receiver AR Breakaway	R040	1	1	1	1							
Receiver AR Tanker Autopilot Off	R050	2	2	2	2							

M-Monthly Q-Quarterly A-Annual

NOTES:

1. Active duty only. Copilots with more than 1 year in the aircraft through evaluator pilots will accomplish all proficiency sorties in the WST. Copilots with less than 1 year's experience will perform 50 percent of their proficiency sorties in the aircraft.
2. Flight examiners may credit half of semiannual overseas sortie requirements while evaluating from the jump seat (not applicable to 97 AMW and Detachment 2 AMCAOS personnel). OG/CCs may substitute CONUS operational sorties for overseas when either or both airlift requirements or crew member availability is insufficient to provide overseas sortie accomplishment.
3. Copilots with 500 hours in the C-5 may accomplish these events under the supervision of an instructor aircraft commander.
4. Certified aircraft commanders only. See paragraph 5.6.4. N/A for instructor pilots.
5. Up to two aerial refueling events (not consecutive) may be credited in the ARPTT/WST.
6. Substitute a VOR/BDHI-only approach as appropriate.
7. First pilot proficiency sortie requirement is two per semiannual period.
8. MAJCOMs may substitute "180" for "Q" in the currency (CUR) column of this table at their discretion.

Table 4.7. Navigator Semiannual Flying Requirements.

Event	Code	A	B	C	D
Proficiency Sortie	M010	3	3	4	5
Overseas Sortie	M030	1	1	1	1
ACDTQT	P280	A	A	A	A

Table 4.8. Flight Engineer and Loadmaster Semiannual Flying Requirements.

		Flight Engineer					Loadmaster2				
Event	Code	A	B	C	D	Cur	A	B	C	D	Cur
Proficiency Sortie ¹	M010	3	4	6	8	60	3	4	6	8	60
FE Approach	P145	A	A	A	A						
ACDTQT	P280	A	A	A	A		A	A	A	A	

NOTES:

1. 97 AMW loadmasters must accomplish one overseas sortie annually.
2. Flight engineers may log one sortie per semiannual period in a WST with a modified visual
3. Loadmasters may credit proficiency sorties for each positioning and depositioning leg of a static load training mission where they accomplish a preflight or through-flight inspection, accomplish inflight duties, and participate in onload/offload training activities. Up to three loadmasters may credit a sortie during a heavy-weight AR training mission. Up to four may credit a sortie on a basic mission. Up to six loadmasters may credit a sortie for a Space Container Transportation System (SCTS) mission or an airbus mission.

4.6. Proration of Training. When determining the training requirements, prorate an individual on non-flying temporary duty (TDY), DNIF, civilian jobs (**not applicable for active duty**) or emergency leave. Prorate requirements for individuals changing training levels. Use the following formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number but not less than 1 (e.g., 5.6 rounds to 5). Use [Table 4.9](#) to determine the number of months available. **EXCEPTION:** When an individual permanently changes station to a unit flying the same model aircraft and enters the same training level or lower, credit may be taken for training accomplished at the previous base. Prorate training requirements based on the time available (time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7 days after sign-in for CONUS and 14 days after sign-in for OCONUS. Subtract previous accomplishments from the prorated total to determine remaining requirements.

Table 4.9. Individual Availability.

Days Available	Months Available
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
>166	6

4.7. Failure to Complete Training Requirements. Declare individuals NMR if they fail to complete ground or semiannual flying continuation training requirements. The operations group commander may allow individuals to fly unsupervised on CONUS sorties after they have been declared NMR for failure to complete ground or flying continuation training requirements. The following guidance applies:

4.7.1. Flight Training. At the end of the semiannual training period, the squadron commander will review AFORMS products for those crew members who failed to accomplish all required semiannual flying training events (includes all events listed in the flying continuation training tables). The squadron commander will either direct training necessary for the individual to regain MR status or request an operations group commander waiver. If the AFORMS review shows enough flying events were recently accomplished to ensure MR proficiency, the operations group commander or equivalent may waive the requirements. (See paragraph 1.3.) The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure crew members receive the proper quantity of flying events to remain proficient and allow the operations group commander to determine MR status and additional training requirements when those training quotas are not met. **EXCEPTION:** Flight currency will only be waived under extreme circumstances. Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semiannual, or annual) within which an event must be accomplished (listed in the “CUR” column). (See paragraph 1.7., Recurrency Training.)

4.7.1.1. Loss of Currency. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crew members are non-current the day after event currency expires; i.e., a crew member who accomplished an event with monthly currency on 1 September becomes non-current on 1 November. Regain currency based on the time elapsed since becoming non-current as described in paragraph 1.7.

4.7.2. Ground Training. With the exception of G020, PP01, and PP11, the operations group commanders may extend individual eligibility periods up to 2 months for [Table 4.1.](#), [Table 4.2.](#), [Table 4.3.](#), [Table 4.4.](#), and [Table 4.5.](#) ground training requirements. Any extension that will exceed 2 months requires a waiver. Eligibility periods may not be extended for those who received an extension the previous year for the same event. Eligibility periods for simulator proficiency courses will not be extended past 30 June for the Pilot Simulator Proficiency Course (PREF), Volume 1, and the Flight Engineer Proficiency Simulator Proficiency Course (FEREF), Volume 1, and 31 December for PREF, Volume 2, and FEREF, Volume 2. Aircrew members who fail to complete simulator profi-

ciency courses are restricted to local flying until the next block of simulator proficiency courses is completed. The OG/CC or equivalent may waive ground continuation training. This waiver authority must be used judiciously. The decision to grant a waiver will be based on the individual crew member's experience and proficiency level (i.e., waivers will not be based on a crew member's availability). The operations group commander will determine the allowable time period of the waiver (the training should be completed at the earliest opportunity). This waiver is allowed for unforeseen circumstances and only for events that will not degrade mission accomplishment. operations group commanders will send info copies to HQ AMC/DOTA, HQ AETC/DOFA, HQ ANGRC/DOO, or HQ AFRC/DOT as appropriate.

4.7.3. Refer to AFI 11-202, Volume 1, for individuals transferring between aircraft or leaving active flying status. The provisions of AFI 11-202, Volume 1, also apply to all simulator training.

4.7.4. Failure to accomplish recurring ground egress training (G020), flight physical (PP01), or physiological training (PP11) results in immediate grounding until the training is accomplished.

4.7.5. Make-up training (ground or flying) is creditable towards the new training period.

4.7.6. Aircraft commanders who are not current for an overseas sortie may fly in command on operational CONUS missions. Aircraft commanders may regain overseas currency under a supervision of a qualified aircraft commander or higher. Copilots can regain overseas currency under the supervision of a qualified copilot or higher in the jump seat. When a copilot or higher is not available, an instructor pilot or higher will supervise from the left seat.

4.8. Requirements Before PCS or TDY by Members on Active Flying Status. AFI 11-202, Volume 1, specifies requirements before PCS or TDY.

4.9. Requirements Before Removal from Active Flying. AFI 11-202, Volume 1, specifies requirements before removal from active flying.

4.10. Requirements While in Inactive Flying Status. AFI 11-202, Volume 1, specifies requirements while in inactive flying status.

4.11. Retraining. AFI 11-202, Volume 1, specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

4.12. Aircrews Flying With Other Than US Air Force Units. AFI 11-202, Volume 1, addresses individuals flying in this status.

4.13. Flight Surgeon Requirements. Flight surgeons will comply with the flying requirements in [Table 4.5](#) and AFI 11-202, Volume 1.

4.14. Airdrop (436 AW Only):

4.14.1. All AD crew members will maintain currency according to [Table 4.10](#).

4.14.2. Loadmasters may credit an actual airdrop and complete their evaluation for heavy equipment if an unplanned no drop is called after the 1-minute advisory is completed.

4.14.3. Low-Level Routes. These events are designed to maintain proficiency in low altitude techniques required to deliver airborne forces, equipment, or special forces. Each route will be a minimum of 30 minutes and will include a slowdown for an actual or simulated drop. Navigators must not exceed the time over target (TOT) by ± 60 seconds to credit the drop.

4.14.4. LM AD evaluations will be administered on actual heavy equipment AD missions (AFI 11-202, Volume 1, and MAJCOM supplement).

4.14.5. FEs will complete the appropriate Special Operations Low Level II (SOLL II)/airdrop training guide and qualification. Once qualified, FEs require no airdrop currency events. Airdrop procedures may be evaluated during recurring SOLL II evaluations.

4.14.5.1. Flight engineers may accomplish Towplate and High-altitude Low-opening/High-altitude High-opening (HALO/HAHO) initial airdrop training events using the following alternate procedure:

4.14.5.2. Verbally cover all checklist procedures, advisory calls, restrictions, oxygen requirements, and emergency procedures.

4.14.5.3. Accomplish an inflight simulated Towplate or HALO/HAHO airdrop (actual drypass). All crew positions will complete all checklist procedures and responses in the normal time sequence. Doors may be opened as required for loadmaster training.

4.14.6. AD Accrediting Criteria. Pilots and navigators may credit an AD event if no-drop is made and the cause of the no-drop is not pilot or navigator induced. They may also substitute training bundles for personnel or heavy equipment drops. All drops will be credited under the following criteria:

4.14.6.1. A circular error (CE) or adjusted CE will not exceed 300 yards or 270 meters for heavy equipment and personnel, and 225 yards or 203 meters for container delivery system (CDS). The following adjustments will be made:

4.14.6.1.1. For each 100 feet above the minimum drop altitudes specified for the type of load being dropped, add 20 yards or 18 meters to the allowable CE.

4.14.6.1.2. For night VFR ADs, add 50 yards or 45 meters to the allowable CE.

Table 4.10. Airdrop Semiannual Requirements.

Event	Code	Pilot/Navigator					Flight Engineer				Loadmaster			
		A	B	C	D	Cur	A	B	C	D	A	B	C	D
AD Event ¹	M070	4	5	6	7	<i>Q</i>					2	2	2	2
Threat Scenario	M110	1	1	1	1		1	1	1	1				
Unfamiliar Route ²	M120	1	1	1	1									
Low Level	M140	4	5	6	7									
AD Personnel ³	M080	4									2	2	2	2
AD Heavy ³	M090	2									2	2	2	2

NOTES:

1. Two of the semiannual events must be night AD.
2. To qualify, the route must not have been flown by the same aircrew member during the previous semiannual period. Plan and fly using VFR procedures.
3. Loadmasters must accomplish actual personnel and heavy equipment drops to satisfy requirements.

4.15. Special Operations Low-level (SOLL II) (436 AW Only). Crews must stand down for a minimum of 1 day prior to flights for extensive mission planning and coordination. (**EXCEPTION:** FEs and LMs need not stand down prior to local training SOLL II flights.)

Table 4.11. SOLL II Requirements.

Event ¹	Code	Right-Left Seat			Jump Seat			Map Nav			Radar Nav			FE/LM
		S	Q	M	S	Q	M	S	Q	M	S	Q	M	S
Sortie ²	V200	6	3	1	4	2		6	3		6	3	1	
Unfamiliar Route ³	V220	2						2			2			
Loading Exercise ^{4,5}	V230	2												2
Hot Refuel ^{6,7}	V250	1												1

NOTES:

1. All events must be accomplished in a minimum illumination/night vision goggle (NVG) environment.
2. Includes entire mission planning sequence. SOLL II sortie can also be credited against basic low-level sortie.
3. To qualify, route and landing zone (LZ) will not be used by same crew within the previous semiannual period. Dual credit with M180.
4. Local group special operations office will determine extent of the loading exercise. Exercises should be conducted using a validated user package. Flight engineers may credit one loading event per semiannual period using any equipment. One per semiannual period should be an actual load.
5. To credit a loading exercise requires accomplishing inflight procedures, performing infill and/or exfill checklists, and conducting an off-load and/or on-load operation.
6. One hot refueling, per year, will involve actually pumping fuel into any "hot" receiver. The remaining second semiannual requirement will involve actually pumping of fuel into any receiver. One classroom training session or video presentation will be accomplished annually. Currency requirements apply to left seat. Right- and jump-seat only need to be trained and certified; there are no recurring requirements

7. To credit a hot refueling event requires participation in the pre-hot refueling, hot refueling, and post-hot refueling checklists. FE/LM hot-refueling currency applies to the hot refueling supervisor (HRS) position only.

Chapter 5

UPGRADE TRAINING

5.1. General. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification. Do not upgrade personnel unless the ADSC requirements of AFI 36-2107 will be met before separation, retirement, or mandatory inactive flying status.

5.2. First Pilot:

5.2.1. The first pilot program is part of a building block approach leading to aircraft commander upgrade. Pilots will qualify using the ATS contractor provided First Pilot Qualification (FPQ) Course. Upgrade may begin after accumulation of 700 total flying hours.

5.2.2. Flying training, as a minimum, will include taxi, take-off, and landings from the left seat. Emergency procedures will be trained to proficiency prior to the first pilot qualification evaluation. The evaluation will include normal left-seat procedures, to include taxi, take-off, approach, and landing. This evaluation can be combined with a composite qualification evaluation.

5.3. Aircraft Commander:

5.3.1. General. The prerequisite flying time experience levels required for upgrade are based on the first pilot having gained the knowledge and judgment required to effectively accomplish the unit's mission. Squadron commanders must ensure their continuation training programs emphasize these areas while their first pilots are gaining the flying time and ground training prerequisites. Aircraft commander candidates must acquire an in-depth knowledge of systems, procedures, and regulations prior to entry into the formal upgrade program. Comply with prerequisites in [Table A3.1](#).

5.3.2. Time Period to Qualification. The maximum upgrade training period for first pilots entering aircraft commander training is 180 calendar days (240 days for ANG and AFRC). Training time starts with the first significant training event at the formal school (beginning of Pilot Mission Qualification Course Phase II for IQAC graduates). Individuals unable to complete upgrade training within these limits may continue training; however, their units will immediately notify HQ AMC/DOT (ANG units through ANG/XOOM and AFRC units through HQ AFRC/DOT) with a description of the difficulty and expected qualification date.

5.3.3. Graduates of an aircraft commander will be designated NMR aircraft commanders. NMR aircraft commanders will accomplish aircraft commander continuation training requirements (training level assigned by squadron commander) and can serve as a first pilot (MCF) or copilot (CP) augmentee while NMR. MR status will be validated by a review and certification board on completion of mission qualification training and associated evaluation and certification.

5.3.4. AMC MECP pilots will attend initial qualification aircraft commander (ACIQ) training and enter into AC mission qualification training upon arrival at the unit. The ATS Pilot Mission Qualification Phase I (ACMQ-I) Course is optional.

5.4. Other Crew Positions. Aeromedical, additional crew members, mission-essential ground personnel, etc., will comply with appropriate sections of this chapter.

5.5. Aircrew Instructor Program:

5.5.1. Instructor Qualifications. Squadron Commanders will personally review each instructor candidate's qualifications to ensure the individual possesses the following standards:

5.5.1.1. Instructional Ability. An instructor must understand and be able to apply the principles of instruction as described in ATS instructor qualification courseware.

5.5.1.2. Judgment. Instructors must have the judgment necessary to meet unexpected or induced emergencies and to remain aware of their own, their student's, and the aircraft's limitations.

5.5.1.3. Personal Qualities. Instructors must have the patience, tact, understanding, and desire to instruct others.

5.5.1.4. Technical Knowledge. Instructors will be thoroughly familiar with aircraft systems and equipment, normal and emergency procedures, and, for pilot and flight engineer instructors, prohibited maneuvers and aircraft performance under all flight conditions. Instructors will also be thoroughly versed in the applicable portions of AFI 11-2C-5, Volumes 2 and 3, and this volume.

5.5.2. Instructor Responsibilities:

5.5.2.1. The instructor pilot will always be in one of the pilot seats as follows:

5.5.2.1.1. During all critical phases of flight.

5.5.2.1.2. Any other time required by applicable operational publications or at the discretion of the instructor pilot.

EXCEPTION: During SOLL II aircraft commander upgrade, the IP is not required to be at a set of controls.

5.5.2.2. Instructors are responsible to provide thorough preflight briefings and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.5.2.3. Instructors will review each trainee's training records, to include records of evaluations and progress indicators, prior to performing each training flight or session.

5.5.2.4. Instructors will ensure all required upgrade training items are completed and signed off and proficiency demonstrated before recommending the trainee for an evaluation or certifying the student as qualified in a maneuver or mission. Instructors should further ensure training and operations sections are apprised of the trainee's status.

5.5.2.5. Instructor pilots (IP). IPs must be fully aware they are in command of the aircraft on training flights and are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately take over the aircraft controls. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.5.2.6. Instructor aircrew member (other than pilot). Responsibility for safely executing duties of their position must be emphasized to each aircrew member. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the

duties of the aircrew position at any time during the flight, the instructor will immediately take over those duties. The instructor should then explain and demonstrate the proper method of executing those duties.

5.5.3. Instructor Upgrade Prerequisites:

5.5.3.1. General. Instructors who are in basic qualification status may keep their basic qualification instructor status while they are in mission qualification training. However, before instructing mission events, these instructors must finish mission qualification training and satisfactorily complete an instructor flight evaluation on a flight representative of the unit's mission. Instructor candidates will complete upgrade training within 90 calendar days after completion (*120 days for ANG and AFRC*). Squadron commanders may extend training time up to 60 days. Extensions in excess of 60 days require MAJCOM approval. An extension-of-training-time letter, signed by the squadron commander, will state the problem and corrective action being accomplished.

5.5.3.2. All initial instructor upgrade candidates must be mission-ready in their unit's mission for a minimum of 6 months. **EXCEPTION:** 97 AMW, Altus AFB, instructors and ANG or AFRC personnel required for in-unit qualification training as designated by the wing or group commander.

5.5.4. Ground and Flight Training Requirements. Before being designated instructor or flight examiner, candidates will accomplish the following:

5.5.4.1. Instructors. Demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to MAJCOM directives.

5.5.4.2. Pilot instructor candidates:

5.5.4.2.1. Initial pilot instructor candidates will qualify in the ATS Instructor Pilot Qualification (IP) at Altus AFB. Send waiver requests for initial in-unit instructor upgrade with rationale to HQ AMC/DOTA, HQ AFRC/DOTA, or ANG/XOO as appropriate. Pilot instructor candidates who have previously attended a formal instructor, been instructor qualified, and certified in any United States Air Force aircraft may upgrade in-unit. However, squadron commanders may require prior instructors to attend the ATS instructor pilot qualification. In-unit instructor pilot upgrade requires operations group commander approval. Approval will be documented by letter or memo for record and a copy sent to HQ AMC/DOTA, AFRC/DOTA, or ANG/XOOM as appropriate.

5.5.4.2.2. Certification is required according to AFI 11-202, Volume 3.

5.5.4.2.3. Formal school courseware will be used for all in-unit instructor upgrades and ADSCs will be incurred according to AFI 36-2107.

5.5.4.2.4. AR IPs will qualify via the ATS Instructor Pilot Aerial Refueling Qualification (ARIP). ARIPs must be able to instruct both KC-135 and KC-10 AR receiver procedures.

5.5.4.3. FE instructor candidates will qualify in the ATS Flight Engineer Instructor (IFE) Qualification. Following graduation from IFE course, the FE instructor candidate will complete training at the MOB using the C-5 Instructor Flight Engineer Training Guide. FE instructor candidates who have been instructor qualified and certified in any USAF aircraft may upgrade in-unit. Squadron commanders may require prior instructor candidates to attend the ATS flight engineer instructor qualification. In-unit flight engineer instructor upgrade requires operations group commander

approval. Approval will be documented by letter or memorandum and a copy sent to HQ AMC/DOTA, AFRC/DOTA, or ANG/XOOM as appropriate.

5.5.4.4. LMs instructor candidates will qualify in the ATS Loadmaster Instructor Qualification (ILM). LM instructor candidates who have been instructor qualified and certified in any USAF aircraft may, at the discretion of the squadron commander, upgrade without attending the ATS qualification.

5.5.4.5. All aircrew member instructor candidates will satisfactorily complete a written examination on this regulation prior to qualification or requalification. If upgrade is accomplished using the secondary method, obtain the test from the ATS contractor. The IP written examination will also include simulated aircraft emergency training and applicable training restrictions published in AFI 11-202, Volume 3, *General Flight Rules*, and volumes of AFI 11-2C-5, Volume 3, or other appropriate operational regulations.

5.6. Flight Examiner Qualifications:

5.6.1. Flight Examiners. Squadron commanders will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner must possess satisfactory knowledge of AMC training and evaluation policies and procedures and the ability to administer an evaluation according to AFI 11-202, Volume 2, and AFI 11-2C-5, Volume 2.

5.6.2. Flight examiner candidates will attend the ATS flight examiner qualification for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any AMC aircraft. Flight engineer flight examiner candidates will complete the C-5 Flight Engineer Flight Examiner Training Guide.

5.7. Special Qualifications:

5.7.1. Aerial Refueling Training. Aircrew members designated to qualify in AR will complete requirements of this section.

5.7.1.1. Each squadron will train a minimum of one AR copilot or first pilot for each line authorized AR aircraft commander. For AFRC, each squadron will train a minimum of one AR copilot (or higher) and one FE for each authorized AR aircraft commander.

5.7.1.2. Each operational squadron will use the approved training guide. All ground training will be conducted by qualified instructors and flight examiners and will be completed prior to entering the flying phase. Reference materials are AFI 11-2C-5, Volume 3; Technical Order (T.O.) 1C-5A-1, Flight Manual USAF Series C-5A and C-5B Airplanes, T.O. 1C-5A-1-1, Flight Manual USAF Series C-5A and C-5B Airplanes, Appendix I, Performance Data, T.O. 1-1C-1, Basic Flight Crew Air Refueling Manual, T.O. 1-1C-1-23, C-5 Flight Crew Air Refueling Procedures With KC-135 and KC-10, and AR checklist. Crew members will be trained in areas applicable to their crew position.

5.7.1.3. Aircraft Commander AR Training:

5.7.1.3.1. The normal method for aircraft commander AR qualification will be the ATS pilot aerial refueling qualification (PAR) accomplished by the Altus formal school using ATS resources and USAF aircraft training flights.

5.7.1.3.2. Units possessing a certified ARPTT or WST with an aerial refueling feature will provide aircraft commander AR candidates training in the ARPTT prior to reporting to Altus. A minimum of 3 hours of instruction should be administered by unit ARPTT instructor personnel. Units without available ARPTT instructors may substitute AR qualified pilots after receiving an ARPTT device checkout. Emphasis should be on maintaining pre-contact, closure, and contact. Each trainee will receive the full ATS AR at Altus, but may proficiency advance into the flight phase. Squadrons should schedule candidates for ARPTT training as close to the Altus reporting date as practical—14 days is preferred. ARPTT training, once started, should continue uninterrupted—1 session per day is preferred. This training should not take precedence over normal continuation training. ARPTT crew-pair training is encouraged.

5.7.1.4. Copilot AR Training:

5.7.1.4.1. Copilot ARPTT Training. The IP or EP will instruct and assist the copilot in performing normal copilot AR duties, including checklists and radio procedures. The instructor will stabilize aircraft in a position 50-100 feet in-trail of the tanker and allow the copilot to practice holding this position until reasonable degree of stability is attained. The instructor will then demonstrate correct precontact and contact positions.

5.7.1.4.2. For units not possessing a certified ARPTT, all training will be accomplished in the aircraft. Flying training will consist of at least one AR sortie with the copilot in the right seat and an IP or EP in the left seat. The IP or EP will determine if the copilot can effectively act as a safety observer during AR profile and maintain aircraft position between 100 feet in-trail and the precontact position.

5.7.1.5. Flight Engineer AR Training:

5.7.1.5.1. FE AR training is accomplished during the ATS first flight engineer qualification (FFEQ).

5.7.1.5.2. AR Ground Training. FEs will demonstrate AR preflight check proficiency.

5.7.1.5.3. AR Inflight Training. FEs will demonstrate proficiency in normal and emergency refueling procedures as well as AR performance data computation.

5.7.2. Airdrop Training (436 AW only). The normal method of qualification will be in-unit training using a training guide developed by 436 OG/OSK for each crew position. Airdrop qualification may be accomplished in conjunction with SOLL II qualification.

Table 5.1. Airdrop Initial and Requalification Training¹.

Event	Pilot/Navigator			Copilot			LM ⁶
	Total	Day	Night	Total	Day	Night	
AD Training²							
AD	6	2	2	2	1	1	
Personnel	1			1			
Equipment	1			1			
Miscellaneous							

Event	Pilot/Navigator			Copilot			LM ⁶
Written Examination ³	1			1			1
Local LM AD Qualification							1
Copilot Orientation ⁴				1			
Evaluation Flights							
AD ⁵	1			1			1

NOTES:

1. This table is the minimum required for initial upgrade. Requalification training candidates will demonstrate proficiency in all applicable events prior to the evaluation. The total number of events may not be required.
2. Airdrop requirements for pilots and navigators may be satisfied by accomplishing actual heavy equipment, personnel, or training bundle drops. Actual equipment drops are required for LMs. To enhance realistic training, pilots and navigators should be scheduled, as much as practical, to accomplish their requirements on those actual drops required for LMs. LMs will not be qualified until heavy equipment drops are completed.
3. Written examination will be completed according to AFI 11-202, Volume 1. Applicable portions of AFI 13-217, *Assault Zone Procedures*, and AFI 11-2C-5, Volume 3, will be included in each examination for the appropriate crew position.
4. Not required for previously qualified AD copilots.
5. For initial qualification, all applicable events must be completed by the end of the evaluation flight. Events accomplished during evaluation may be credited toward the total.
6. The number of training flights for LMs is based on individual proficiency.

5.7.3. SOLL II Training (436 AW only):

5.7.3.1. SOLL II was developed to support unconventional warfare forces. SOLL II forces may be called upon to operate over a broad spectrum of activities requiring highly trained crew members and special security measures to support and protect the operation and its user. 436 OG/OGS will develop training guides for each crew position and coordinate implementation and approval with 436 OGT.

5.7.3.2. AMC numbered Air Force and unit commanders will ensure SOLL II training and currency missions receive dedicated support.

5.7.3.3. Prerequisites. See [Table 5.2](#).

5.7.3.4. SOLL II policy:

5.7.3.4.1. Ground training requirements will be accomplished prior to flight training.

5.7.3.4.2. All training will be documented in a training guide.

5.7.3.4.3. SOLL II crews will accomplish extensive mission planning and aircrew briefing prior to day of flight.

5.7.3.4.4. SOLL II crew must be AR qualified. (See AFI 11-2C-5, Volume 3, chapter 27.) Pilots are not required to be AR current to fly SOLL II locals or missions not requiring AR. D-1 status requires pilots to be AR current.

5.7.3.5. SOLL II General:

5.7.3.5.1. Explanation of terms:

Table 5.2. SOLL II Prerequisites and Upgrade Requirements.

NOTE: The following table identifies minimum requirements for upgrade into the SOLL II program. Unless specifically addressed, non-integral crew members must be basically qualified prior to upgrading to next higher position.							
Upgrade Requirements	LS	RS	JS	MN	RN	FE¹⁰	LM¹⁰
Airland	AC	AC	CP	MR	MR	MR	MR
AD	AC	CP	CP	MR	MR	MR	MR
AR	AC	AC	CP	MR	X	MR	
JS Orientation	X ^{2,4}	X ^{2,4}					
RS Orientation	X ^{3,4}						
Large Scale Joint Exercise ⁵	X	X ⁴			X	X ⁹	X
Bilateral Trainer ⁶	X			X	X	X ⁹	X
Loading Exercise							X ⁷
FARP Trainer	X ¹	X ⁸				X	X ¹¹

NOTES:

1. Must have participated in at least one event within the previous 12 months.
2. Not required if SOLL II qualified within the previous 24 months.
3. Not required if RS qualified within the last 12 months.
4. May be waived at the discretion of the 436 OG/OGS.
5. A large scale joint exercise consists of four or more units, operates under joint command and control, and includes tactical events for the aircrew.
6. A bilateral trainer is a tactical training mission using actual loads with special operations forces.
7. Must see every major load package prior to certification.
8. May substitute academics for "live" trainer.
9. The core flight engineer must have attended a large scale joint exercise. Flight engineers must attend a minimum of two bilateral trainers and one large scale joint exercise or three bilateral trainers prior to upgrade.

10. Prior instructor/examiner flight engineers and loadmasters may perform SOLL II instructor/examiner duties, at commander's discretion, upon completion of all core/primary training requirements for their crew position.
 11. Loadmasters will be FARP qualified at the discretion of the unit to meet mission requirements.
- 5.7.3.5.2. Unconventional Warfare (UW). UW covers a wide range of military and paramilitary activities in enemy held, enemy controlled, or politically sensitive areas. Missions may be overt or covert depending on the mission objectives.
- 5.7.3.5.3. Safe Touchdown Zone. A 1,000-foot segment displaced approximately 500 feet from the beginning of the usable runway.
- 5.7.3.5.4. Minimum Light Operations. Night operations conducted with minimum interior lighting forward of the cockpit curtain. All normal runway lights will be extinguished and a minimal number of portable lights will be employed by the combat control team.
- 5.7.3.5.5. SOLL II Crew. C-5 crew capable of providing support to special forces or combat units committed to UW missions.
- 5.7.3.6. SOLL II ground training (*not applicable to ANG and AFRC*). Crew members will be trained in the areas applicable to their crew positions. The training program will cover the following:
- 5.7.3.6.1. Introduction (AFI 11-2C-5, Volume 3): security briefing, SOLL II mission, explanation of terms, command and control, and crew complement and qualification
 - 5.7.3.6.2. Aircraft capabilities: performance, normal and additional equipment, airland, and limitations
 - 5.7.3.6.3. Landing zone configuration: lighting (type and pattern) and NAVAIDs.
 - 5.7.3.6.4. Night vision goggles (NVG):
 - 5.7.3.6.4.1. General characteristics, adjustments, and proper fitting.
 - 5.7.3.6.4.2. Operations: precautions, focusing, IR illuminator, demisting shields, environmental considerations, and scanning techniques.
 - 5.7.3.6.4.3. Capabilities.
 - 5.7.3.6.4.4. Limitations.
 - 5.7.3.6.4.5. Maintenance.
 - 5.7.3.6.4.6. Effect of ambient light.
 - 5.7.3.6.4.7. Emergency procedures for NVG malfunctions or failures.
 - 5.7.3.6.5. Enemy capabilities: long-range radar, ground controlled intercept, fire control radar, surface-to-air missile, and anti-aircraft artillery.
 - 5.7.3.6.6. Enemy limitations.
 - 5.7.3.6.7. Feasibility analysis: publications required for threat assessment, threat, range, and objective.

5.7.3.6.8. Mission planning:

5.7.3.6.8.1. Lessons learned (RED FLAG, MAPLE FLAG, etc.): route selection (primary, alternate, abort), terrain avoidance, threat avoidance, weather planning, and radar check points.

5.7.3.6.8.2. Route profile: high and low, AR requirements, and time control.

5.7.3.6.8.3. Route planning: chart preparation, point descriptions, compatibility of update point selection with NVGs, illumination requirements, depth perception, search and rescue and evasion and escape provisions.

5.7.3.6.8.4. Plan for maximum autopilot and INS use.

5.7.3.6.8.5. Crew coordination (CRM).

5.7.3.6.9. Aircraft preparation:

5.7.3.6.9.1. Exterior: wheel-well lights off.

5.7.3.6.9.2. Interior: circuit breakers, lights, curtains, instrument preparation, and cargo compartment.

5.7.3.6.10. En route procedures: crew coordination (CRM) and duties, airspeed and altitude control, terrain masking, navigation, checklists, communications and authentication, and approach and departure procedures.

5.7.3.6.11. Airborne radar approach (ARA) procedures: radar predication of objective area; glide path selection; crew duties and coordination, verbal and reduced verbal cues approaches; use of NAVAIDs; and radar interpretation.

5.7.3.6.12. Landing and missed approach and go-around procedures.

5.7.3.6.13. Ground and taxi operations.

5.7.3.6.14. Briefing:

5.7.3.6.14.1. Special requirements: LZ setup and communications, code words and authentication, crew coordination, CRM, ground operations, supported unit briefing, intelligence brief, weapon requirements and blacked-out aircraft egress.

5.7.3.6.14.2. Security.

5.7.3.7. SOLL II Flight Training. The number of training missions is based on individual proficiency. Crew members will be trained in areas applicable to their crew position:

5.7.3.7.1. Night missions (minimum of two). Night portion of the mission will be planned for at least 20 percent illumination.

5.7.3.7.1.1. Aircraft and aircrew nighttime preparation.

5.7.3.7.1.2. Low-level navigation using NVGs for scanning.

5.7.3.7.1.3. LZ location, identification, markings, and authentication.

5.7.3.7.1.4. Multiple ARA approaches and landings to include landing within the safe touchdown zone.

5.7.3.7.2. To be qualified, individuals must meet the following criteria:

5.7.3.7.2.1. Right-seat pilots must demonstrate a steady platform on final approach with and without autopilot.

5.7.3.7.2.2. Radar navigators must conduct ARAs to place the aircraft within ¼-mile of centerline at 2 miles prior to touchdown.

5.7.3.7.2.3. Left-seat pilots must land the aircraft within the safe touchdown zone.

5.7.3.7.2.4. All crew members must demonstrate proper mission preparation.

5.7.3.7.2.5. All crew members must understand the implications of encountering unusual circumstances such as inadvertent IFR, battery and goggle failure, and small arms fire.

5.7.3.7.3. SOLL II Qualification. Crew members will be initially qualified by a SOLL II flight evaluation after satisfactory completion of all ground and flight training items.

5.7.3.7.4. Currency. See [Table 4.11](#).

5.7.4. Aircraft Commander Touch-and-Go Landing Training:

5.7.4.1. Aircraft commanders with 200 hours in-command time may be certified to perform touch-and-go landings. The squadron commander determines ground and in-flight touch-and-go landing certification training. A single inflight evaluation (AF Form 8, **Certificate of Aircrew Qualification**, indicating qualified to accomplish touch-and-go landings) will be completed prior to an aircraft commander's accomplishing touch-and-go landings. Certified aircraft commanders will be evaluated on touch-and-go procedures on recurring evaluations. The squadron commander will document the certification in the individual's FEF IAW AFI 11-202, Volume 2.

5.7.4.2. In addition to the restrictions published in AFI 11-2C-5, Volume 3, the following restrictions apply:

5.7.4.2.1. Weather minimums: 1,000-foot ceiling and 3-mile visibility.

5.7.4.2.2. No performance degradation, e.g., simulated engine-out and partial flap approach.

5.7.4.2.2.1. 15-knot maximum crosswind.

5.7.4.2.2.2. Designated training mission only.

5.7.4.3. Certified aircraft commander touch-and-go currency is monthly. Loss of currency does not result in a loss of mission ready status. Dual log with P020, P190, and P192 as applicable.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The ATS is a qualification, upgrade, and continuation training program for C-5 pilots, FEs, LMs, and maintenance engine run technicians. Most ground training is provided by the ATS contractor while the Air Force conducts all flight training and administers all flight evaluations. The goal of the C-5 ATS is to train Air Force students to the standards set in the master task list (MTL) and evaluation standards document (ESD). In achieving this goal, the ATS contractor has been directed to minimize aircraft flight-time dedicated to training through the use of computer-based training (CBT), cockpit procedures trainers (CPT), and weapon system trainers (WST). This section is a "how to" book on using the ATS and developed as a tool for C-5 aircrew managers at the squadron, group, and wing. It is directive in nature, complementing guidance elsewhere in this instruction and contractor-provided courseware material.

6.2. General Information:

6.2.1. Applicability. This chapter applies to all AMC, AETC, and AFRC/ANG personnel using the C-5 ATS.

6.2.2. Dedicated Training Time. It is imperative that aircrew members engaged in ATS courses complete their training in a timely and uninterrupted manner. Their time will be dedicated to that training program on a full-time basis. Trainees will be relieved of all other duties not directly related to that training. **EXCEPTION:** Supervisory personnel, defined in paragraph 2.7. of this volume, may continue their normal duties as time permits.

6.2.3. ATS Course Prerequisites. Each ATS is designed and based on certain prerequisites being met by the student prior to entry. Prerequisites may include a minimum number of flying hours, recommendation of the squadron operations officer, and the completion of some form of training guide. (**EXAMPLE:** The first pilot requires at least 700 total flying hours, operations officer recommendation, and completion of the copilot line development guide.) Consult the appropriate paragraph of this chapter and the summary document (CSD) to determine student entry level for each.

6.2.4. ATS Course Pework. Some ATS courses require trainee preparation prior to class. This prework is considered an integral portion of the course and must be accomplished in order to receive completion credit. Pework may consist of reviewing study references, quizzes, takeoff and landing data preparation, or any combination of the above. In every case, the required pre-work is described in the appropriate student guide. When required, the ATS contractor will ensure training guides are distributed to units in time for prework completion.

6.2.5. Course Material. All student guides, training guides, line development guides, etc., will be provided by the ATS contractor. Local procedures will be developed by unit training offices to ensure that students bring the current version of the material to the start of each class.

6.2.6. Terminology:

6.2.6.1. Aircrew training device (ATD)—includes cockpit procedures trainers (CPT), part task trainers (PTT), and weapon system trainers (WST).

6.2.6.2. Part task trainer (PTT)—device used to practice a specific task such as Flight Management System operation, cargo door operation, or aerial refueling. This device develops skills independent of other mission tasks.

6.2.6.3. Weapon system trainer (WST)—device which provides a synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate the skills associated with their crew positions. Crew positions may operate individually or as a team.

6.2.6.4. Computer-based training (CBT)—ground training system which uses computer generated graphics and text in conjunction with interactive video as the primary medium of instruction.

6.2.6.5. Browser—An individual who views or reviews CBT lessons or courses, on an as-available basis, but not in direct fulfillment of an ATS in which he or she is enrolled. **EXAMPLE:** A C-5 first pilot might view first FE lessons as a "browser" to improve knowledge of FE normal procedures.

6.3. Master Task List (MTL) and Evaluation Standards Document (ESD):

6.3.1. MTL/ESD Purpose. The MTL/ESD were developed through a joint contractor and Air Force effort and provide the basis for ATS courseware development. The MTL/ESD have been approved by AMC/DOT as the baseline document for validating C-5 aircrew member performance. Flight examiners and instructors who evaluate or train C-5 crew members will use criteria established by the MTL/ESD to determine the ability of an individual to meet the performance levels required to be mission-qualified.

6.3.2. MTL/ESD Use. The MTL/ESD will be used as a reference document by flight examiners and instructors to establish standards in the training and evaluation of C-5 aircrew members. Distribution of the MTL/ESD is sufficient to ensure that each squadron has reference copies for each crew position. Recommended changes will be submitted through Air Force channels using the ATS contractor's quality assurance change proposal (QACP) process. Changes to the MTL/ESD frequently result in changes to associated courseware.

6.4. Air Force and ATS Contractor Interface:

6.4.1. Unsatisfactory Student Progress:

6.4.1.1. If progress is considered unsatisfactory at any time during a student's training, the ATS contractor will notify the responsible Air Force representative (training office, squadron operations officer, etc.). Following a joint Air Force and ATS contractor review of the identified student's record, the Air Force will determine to continue or terminate training.

6.4.1.2. The ATS contractor will provide written feedback to the squadron operations officer on students who display substandard performance, lack of preparation or participation, or poor attitude during annual proficiency and refresher training.

6.4.1.3. Remediation Procedures. The ATS contractor must receive prompt notification of failed flight evaluations that culminate an ATS. Local procedures must ensure that this notification is completed within 24 hours of the failure for local evaluations and within 24 hours after return to home station for off station evaluations. The appropriate MTL/ESD task must be referenced for all failed evaluations. Student remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on

the nature of the failure. In every case, close coordination is required to achieve maximum student progress. Direct contact with the appropriate the ATS contractor instructor supervisor is encouraged.

6.4.2. Flight Training and Evaluation:

6.4.2.1. Several ATS courses require the Air Force instructor responsible for flight training to observe the student's last flight in the WST. Likewise, the ATS contractor's instructor may be scheduled to fly as an observer on the student's first flight in the airplane. Make every reasonable effort to ensure this type of interface continues at each of the ATS bases.

6.4.2.2. It is essential the AMC evaluation, to guaranteed standards, be conducted in a timely manner subsequent to the student's completion of the ground-based training. To that end, the ATS contractor conditions its guarantee on the student receiving the AMC evaluation within 7 days of the completion of the ground-based training or within 4 days of the required airplane training flight.

6.5. Crew Resource Management (CRM):

6.5.1. CRM Development. CRM has been designed to train aircrew members to cope with potential problems in human behavior affecting a crew's performance. Documented studies of aircraft accidents and additional data suggest most human behavior problems observed among aircrews could be grouped into three categories: interpersonal communications, situational awareness, and flight team leadership.

6.5.2. CRM Program. CRM is presented on a recurring basis throughout the C-5 ATS. An introduction to CRM is presented during initial qualification training. Two mission oriented simulator training (MOST) missions are presented during the annual simulator proficiency. These simulator periods are dedicated to reviewing and applying CRM principles during simulated operational mission scenarios.

6.6. ATS Courses:

6.6.1. Continuum Overview:

6.6.1.1. 30 courses make up 3 ATS continua. Qualification levels in each continuum reflect progression of crew member training from entry status through upgrade to flight examiner. A crew member's point of entry into continuum is dependent on previous experience and training, current crew qualification in the C-5, and currency status. Paragraphs 6.6. through 6.9. provide additional detail for each of the individual courses. Use of ATS courses for qualification, upgrade, and refresher is mandatory unless waived by HQ AMC/DOTA.

6.6.1.2. The ATS contractor's course designation follows each in paragraphs 7 through 10 along with the location where the is offered. Main operating bases (MOB) are Altus AFB, Dover AFB, Kelly AFB, Stewart ANGB, Travis AFB, and Westover ARB. Altus AFB is the formal school. Course length in academic training days (less flying) follows location.

6.7. Pilot Continuum:

6.7.1. Pilot Initial Qualification Course (PIQ) (Altus) (36). Graduates are copilot qualified and must complete the Copilot Mission Qualification (CPMQ) Course before becoming fully mission-qualified. All aircraft training is conducted in the right seat.

6.7.2. Copilot Mission Qualification Course (CPMQ) (MOB) (6):

6.7.2.1. This prepares a Pilot Initial Qualification (PIQ) Course graduate to be fully mission-qualified.

6.7.2.2. Prerequisites include successful completion of Pilot Initial Qualification (PIQ) Course (Altus).

6.7.3. Aircraft Commander Initial Qualification (ACIQ) Course (Altus) (40):

6.7.3.1. Course graduates are evaluated in the left seat, either as first pilot or aircraft commander, depending on their proficiency. Right-seat copilot evaluation is possible if proficiency does not warrant first pilot or aircraft commander evaluation; follow-on in the latter case is the Copilot Mission Qualification (CPMQ) Course.

6.7.3.2. Prerequisites include at least 1300 hours total time and previous certification as a fixed-wing aircraft commander.

6.7.4. Pilot Mission Qualification, Phase I (ACMQ-I) (MOB) (6):

6.7.4.1. This prepares an Aircraft Commander Initial Pilot Qualification (ACIQ) Course graduate to be mission-qualified. This is optional for MECP pilots.

6.7.4.2. Prerequisites include successful completion of the Aircraft Commander Initial Qualification (ACIQ) Course at Altus to include either a first pilot or aircraft commander flight evaluation.

6.7.5. First Pilot Qualification (FPQ) (MOB) (7):

6.7.5.1. This prepares a C-5 qualified copilot for upgrade to first pilot.

6.7.5.2. Prerequisites:

6.7.5.2.1. Mission-qualified copilot with at least 700 hours total military flight-time.

6.7.5.2.2. Squadron operations officer recommendation.

6.7.5.2.3. Completion of the Copilot Line Development Guide.

6.7.6. Aircraft Commander Qualification (ACQ) Course (Altus) (10) (8 if FPQ completed):

6.7.6.1. Course graduates must complete the Aircraft Commander's Mission Qualification (ACMQ) Course before being fully mission-qualified. Candidates who have not attended the first pilot (FPQ) will receive six WST missions versus four WST missions.

6.7.6.2. Prerequisites include completing the Pilot Line Development Guide, and minimum flight-time requirements are as follows:

TOTAL/C-5

1400/600, 1600/400, or 2000/200 (100 if prior 3 or 4-engine jet or turboprop aircraft commander)

6.7.6.3. Squadron commander recommendation.

6.7.7. Pilot Air Refueling Qualification (PAR) (Altus) (3):

6.7.7.1. Candidates must complete Initial Aircraft Commander Qualification (ACIQ) Course, complete or be designated to attend the Aircraft Commander Qualification (ACQ) Course, or be a qualified aircraft commander.

6.7.7.2. Air Force instructors conduct the Aerial Refueling Part Task Trainer (ARPTT) portion of this course.

6.7.8. Aircraft Commander Mission Qualification (ACMQ) (MOB) (2):

6.7.8.1. This prepares aircraft commander candidates for an operational mission evaluation (OME).

6.7.8.2. Prerequisites:

6.7.8.2.1. Minimum flight-time requirements are identical to paragraph [6.7.6.2](#).

6.7.8.2.2. Completion of the Aircraft Commander Qualification (ACQ) Course. **NOTE:** Prior C-5 aircraft commanders returning to C-5 crew duties through the Pilot Requalification Course must complete the Pilot Line Development guide, then this, prior to their OME. Review and completion of the Copilot Line Development Guide are encouraged.

6.7.9. Pilot Mission Qualification, Phase II (ACMQ-II) (MOB) (7):

6.7.9.1. This prepares aircraft commander candidates for an operational mission evaluation (OME).

6.7.9.2. Prerequisites:

6.7.9.2.1. Completion of the Aircraft Commander Initial Qualification (ACIQ) Course and the Pilot Mission Qualification, Phase I, Course (ACMQ-I).

6.7.9.2.2. Completion of the Pilot Line Development Guide.

6.7.9.2.3. Minimum flight-time requirements are identical to paragraph [6.7.6.2](#).

6.7.10. Instructor Aircraft Commander Qualification (IP) (Altus) (9):

6.7.10.1. Graduates are evaluated in the right and left seat and are qualified instructor pilots.

6.7.10.2. Candidates must be C-5 aircraft commanders with at least 200 hours as an aircraft commander.

6.7.10.3. Squadron commander recommendation.

6.7.11. Instructor Pilot Air Refueling Qualification (ARIP) (MOB) (1):

6.7.11.1. This provides the aircraft commander instructor pilot with procedural knowledge and skills for instructor qualification in air refueling.

6.7.11.2. Prerequisites:

6.7.11.2.1. Instructor aircraft commander qualification.

6.7.11.2.2. Air refueling aircraft commander qualification.

6.7.11.2.3. Air Force instructors conduct the Aerial Refueling Part Task Trainer (ARPTT) training.

6.7.12. Pilot Flight Examiner (FEAC) (MOB) (3):

6.7.12.1. This qualifies a pilot instructor for upgrade to flight examiner.

6.7.12.2. Prerequisites:

6.7.12.2.1. Candidate must be a qualified C-5 aircraft commander IP.

6.7.12.2.2. Squadron commander recommendation.

6.7.13. Pilot Requalification (PREQ) (MOB) (14) Prerequisites:

6.7.13.1. Eligible candidates are graduates of a C-5 initial qualification , returning to C-5 crew duties after an absence of no more than 5 years nor less than 2 years. Pilots absent over 5 years must enroll in initial qualification (Altus) while pilots absent less than 5 years can be requalified through in-unit training.

6.7.13.2. Candidates have completed the following within 60 days prior to enrollment:

Pilot Requalification Study Guide

Initial aircrew life support

AMC and unit required "block training"

Chemical defense training (classroom)

6.7.13.3. Units ensure prompt issue of T.O.s, Air Force and AMC publications, and study guides to accomplish paragraph [6.13.2](#). Self-study and review time is encouraged prior to attendance.

6.7.14. Pilot Senior Officer (PSOQ) (Altus) (6). This course is designed for senior officers and will be adjusted to meet their needs. Candidates receive an instructional guide that should be completed prior to attending.

6.8. FE Continuum:

6.8.1. FE Initial Qualification (FEIQ) (Altus) (58):

6.8.1.1. Candidates are qualified second FEs upon completion, required local training, and certification.

6.8.1.2. Prerequisite is successful completion of the BFE.

6.8.2. First FE Qualification (FFEQ) (MOB) (9):

6.8.2.1. This prepares a second FE for upgrade to first FE (including AR qualification). FEs not refueling-qualified can attend (AS) to obtain that training.

6.8.2.2. Prerequisites:

6.8.2.2.1. Qualified as a C-5 second FE with the required 300 PAI hours minimum or prior AMC flight engineer who has completed C-5 FE Initial Qualification (FEIQ) Course (Altus).

6.8.2.2.2. Completing the first FE qualification training guide (TG).

6.8.2.2.3. Instructor and squadron operations officer recommendation.

6.8.3. FE Instructor (AT) (Altus) (26):

6.8.3.1. Candidates are qualified FE instructors upon completion. Flight training and evaluation for this are conducted at MOBs. FE instructor candidates who have been instructor qualified and certified in any Air Force aircraft may upgrade in-unit.

6.8.3.2. Prerequisites:

6.8.3.2.1. Qualified as C-5 first FE.

6.8.3.2.2. Instructor's recommendation, approval of squadron chief of standardization and evaluation.

6.8.3.2.3. Squadron operations officer recommendation.

6.8.4. FE Flight Examiner (FEFE) (MOB) (3):

6.8.4.1. This is designed to qualify a instructor FE as flight examiner.

6.8.4.2. Prerequisites:

6.8.4.2.1. Qualified C-5 instructor FE.

6.8.4.2.2. Squadron commander recommendation.

6.8.5. FE Systems Refresher (FESR) (MOB) (5). This maintains FE knowledge and proficiency at the mission-qualified level.

6.9. LM Continuum:

6.9.1. LM Initial Qualification (LMIQ) (Altus) (32):

6.9.1.1. Graduates are C-5 unqualified LMs and must attend the LM Mission Qualification Course (LMMQ) to become fully mission-qualified.

6.9.1.2. Course prerequisite is successful completion of BLM training.

6.9.2. LM Mission Qualification (LMMQ) (MOB) (9):

6.9.2.1. This prepares the LM Initial Qualification Course graduate to be fully mission-qualified.

6.9.2.2. Prerequisites:

6.9.2.2.1. Completion of the C-5 LM Initial Qualification Course (Altus).

6.9.2.2.2. Completion of initial ground training requirements of this instruction and AFI 11-202, Volume 1.

6.9.3. LM Instructor Qualification (ILM) (MOB) (10):

6.9.3.1. This trains fully qualified LMs to become instructors.

6.9.3.2. Prerequisites. Students must be recommended by their squadron operations officer.

6.9.4. LM Flight Examiner (FELM) (MOB) (2). This prepares instructor LMs for upgrade to flight examiner. Candidates must be recommended by their squadron commander. Prerequisites include specific reading assignments that must be accomplished prior to start.

6.9.5. LM Refresher (LMREF) (MOB) (3). This maintains LM knowledge and proficiency at the mission-qualified level.

6.10. Continuation Training:

6.10.1. Pilot and FE Proficiency Course (PREF or FEREF) (MOB) (8). Course continues with experiential learning begun in the initial qualification courses. While primarily designed for a qualified crew member, it may also be used to train crew members who are temporarily in an unqualified status. Prior coordination with unit training office is required prior to scheduling unqualified crew members. Enrollees must, however, be a graduate of a C-5 initial qualification at Altus. In the event that unqual-

ified and/or upgrading crew members attend this, they are required to bring their training guides so that the ATS contractor instructors may review and grade their performance during the . All items listed on pilot and FE MTLs and ESDs may be covered during the. The following additional requirements apply:

6.10.1.1. Preparation. All assigned takeoff and landing data, reading assignments, and quizzes must be completed prior to each mission to earn completion credit. All professional equipment and publications must be available for use.

6.10.1.2. Crew Qualification. Schedule crews as would be scheduled for a normal mission. Unqualified and noncurrent crew members may be used as fill-ins on a limited basis. Squadrons will make every effort to schedule crews in realistic crew complements (e.g., aircraft commander, copilot, two first engineers, or a first engineer and a second engineer). Missions may be altered to permit flexibility in training; however, all outlined items must be completed during the annual ATD program.

6.10.1.3. Attendance. Crew members must attend the entire prebrief, mission, and debrief in order to receive credit for a particular mission. Missions will be scheduled using either the two 2-day or one 4-day option during each semiannual period.

6.10.2. LM Refresher Course (LMREF) (MOB) (3). Course is designed to be accomplished in 3 days; however, length may vary with individual student proficiency and knowledge.

6.10.2.1. Manuals and personal gear are required for accomplishing assessment tests and CPT systems training.

6.10.2.2. A CRM refresher session is included in the LMREF. Because of the interaction required, it is imperative to have a full class so the CRM session can meet its objectives.

6.11. Air Force Instructor Flight Training Handbook:

6.11.1. This publication provides Air Force instructors with general information, guidance for administering flight training and evaluations, instructions for completing training records, listing of ATS training forms required for each, disposing training records, and recommended profiles for training flights. Squadron training offices will maintain a copy of this handbook.

6.11.2. All personnel are encouraged to submit changes to the handbook according paragraph [6.15](#).

6.12. Scheduling:

6.12.1. Local Procedures. Local procedures will be developed at each of MOB for scheduling ATS students. The operations support squadron training office at each MOB is responsible to ensure that procedures are sufficient to minimize schedule changes and turbulence. Missions will not be scheduled with only one flight engineer without the approval of the active duty operations group commander (*not applicable to AFRC/ANG*). ATS contractor personnel will not substitute or fill-in for missing or late crew members.

6.12.2. Enrollment. Enrollment for all ATS courses will be accomplished through the operations support squadron training office at MOBs. Each MOB training office will also establish procedures to accommodate ANG and AFRC training requirements. Names and other personal data required by the ATS contractor will be passed to their scheduler not later than the time established by the host training office.

6.12.3. Class Size. Class size for all ATS courses will be as established in the appropriate CSD. Every attempt will be made by the MOB training office to ensure that all classes are filled. Scheduling personnel from different squadrons in the same class is encouraged in order to efficiently use all ATS allocations. ATS may accommodate less than full classes on a case-by-case basis when the class is needed to obtain mission ready status, e.g., pilot requalification.

6.12.4. Remediation Scheduling. When a student is required to return to the ATS contractor for remediation of deficient areas or for mandated academic training sessions, the student's squadron will coordinate with the appropriate ATS contractor instructor supervisor to arrange a training date.

6.12.5. Late or No-Shows. Course completion credit may be withheld in cases where student tardiness interferes with class training. For WST and CPT sessions, the definition is 15 minutes after mission briefing time. Classes that cannot be conducted without the late student's presence will be cancelled at the 30-minute point; e.g., a WST session that has a pilot no-show will be cancelled since the mission cannot be effectively conducted.

6.12.6. Cancellations. Deletions from the ATS schedule will vary at each training site because of the of training offered and the impact to scheduling. Deletions from the ATS schedule made prior to **1200 the duty day before class start** are considered cancellations and will not be counted against student throughput. Deletions made after that time will be considered no-shows. Altus cancellations must be made not later than Wednesday of the week prior to class start due to the impact of scheduling changes on the program flying training (PFT).

6.12.7. Wing Option Time:

6.12.7.1. The ATS contractor will provide a predetermined number of hours per month (cumulative on all devices), per site, for AMC use of the training equipment. An operator (not instructor) will be provided during this "option" time. Total monthly option time may vary from year to year, depending on contract changes.

6.12.7.2. If an Air Force instructor is required, he should provide the operator with a lesson plan or outline prior to entering the device.

6.12.8. Fill-Ins. Fill-in time will be made available for flight engineers in support of pilot courses and vice versa. The fill-in student can gain valuable experience and needed upgrade training during these periods. Mission profiles will be flown to support the scheduled. Additional training/currency items may be accomplished as time and conditions permit.

6.12.9. Unit WST Support. Units are required to provide pilot or FE support for WST courses when necessary. Unit training offices will establish procedures to determine when support is required and notify the appropriate personnel. If support is not provided, the may be canceled.

6.13. Administration:

6.13.1. Air Force-appointed ATS POs and QARs are primary focal points and the liaison agency between the Air Force and the ATS contractor. POs and QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only "legal" office (unit-level) to direct contractor to perform or stop work via the ACO/PCO's direction, and are accountable for these actions. Each wing or group commander will establish ATS project officer and quality assurance officer positions and enforce directives, requirements, and procedures established by DOD and MAJCOM directives and publications. ATS

POs and QARs must maintain a current copy of the ATS contracts, designated quality assurance regulations and directives, and quality assurance procedures.

6.13.2. Summative Evaluation. AMC has established a requirement for the ATS contractor to evaluate on-the-job performance of the ATS program and its graduates. The objective of this on-going "summative evaluation" is to ensure ATS produces qualified graduates. The ATS contractor has established a system to ensure a steady flow of information to maintain the quality, effectiveness, and currency of ATS. Revisions to ATS will be based on this information.

6.13.3. ATS Feedback. Feedback includes inputs from graduates, supervisors, and evaluators. Analysis of these data helps to determine if on-the-job performance of graduates meets MTL/ESD standards. The importance of this on-the-job performance feedback from graduates, supervisors, and evaluators cannot be overemphasized. The data are vital to establishing a database to identify trends and support revisions to ATS.

6.13.4. ATS Data Collection. Evaluator feedback questionnaires, post-training graduate questionnaires, and personal interviews are used to collect feedback data on ATS. For more information regarding questionnaires and interviews, contact the local ATS contractor training manager.

6.13.4.1. Evaluator feedback questionnaires (*not applicable to 97 AMW personnel*). Complete one of these questionnaires for every flight evaluation, regardless of whether or not the examinee is a graduate of the ATS, and return to the ATS contractor.

6.13.4.2. Post training graduate feedback questionnaire. The ATS contractor sends questionnaires to graduates and their supervisors within 2 months after the graduate has completed training. Squadrons must ensure questionnaires are distributed to graduates and their supervisors and time is made available to complete them. Each graduate and supervisor will individually complete questionnaires and promptly return them to the unit training office.

6.13.4.3. Personal Interviews. Used to obtain first hand information from graduates, supervisors, and evaluators on how well ATS is performing. The ATS contractor will coordinate directly with the unit and provide the names of individuals selected for interviews. Date, time, and location will be selected so as not to interfere with either the unit's mission or the individual's schedule. The ATS contractor instructor or management personnel will conduct the interview.

6.13.5. Training Forms. Use of ATS training forms is explained in each Air Force instructor flight training handbook and in applicable student guides.

6.13.6. Notification of Evaluations. All ATS training folders will be returned to the ATS contractor, complete with evaluation results and a completed evaluation feedback questionnaire, within 5 working days after the flight evaluation or unit certification. For off-station evaluations, use 5 working days after return to home station as a guide.

6.14. Browsing:

6.14.1. Application. This paragraph applies to browser students using the CBT portion of the ATS.

6.14.2. Procedures:

6.14.2.1. Browser time is on a space-available basis.

6.14.2.2. All browser requests are to be coordinated with the ATS contractor's scheduling section.

6.14.2.3. Browsers may review all lessons.

6.14.2.4. LM mission qualification students are not to be scheduled as browsers to review a lesson for remediation of deficient areas. Remediation for this will be scheduled by coordinating with the ATS contractor's LM supervisor.

6.15. Courseware Changes. Changes to ATS courseware, including the MTL/ESD, may be proposed by any C-5 crew member. Changes are submitted on the ATS contractor's quality assurance change proposal (QACP) form. QACP will be sent through operations group training channels to Detachment 2 AMCAOS/DOU at Altus AFB, Oklahoma. Detachment 2 AMCAOS/DOU will coordinate with the ATS contractor and originator and provide feedback to reflect action taken. QACP forms are available from the ATS contractor training coordination officer at each site.

Table 6.1. C-5 ATS Courses.

Course Title	Course ID
Pilot	
Pilot Initial Qualification	PIQ
Copilot Mission Qualification	CPMQ
Aircraft Commander Qualification	ACQ
Pilot Aerial Refueling Qualification	PAR
Pilot Flight Examiner Qualification	FEAC
Pilot Requalification	PREQ
Instructor Pilot Qualification	IP
Pilot Senior Officer Qualification	PSOQ
First Pilot Qualification	FPQ
Aircraft Commander Mission Qualification	ACMQ
Instructor Pilot Aerial Refueling Qualification	ARIP
Pilot Simulator Proficiency	PREF
Aircraft Commander Initial Qualification	ACIQ
Pilot Mission Qualification, Phase I	ACMQ-I
Pilot Mission Qualification, Phase II	ACMQ-II
Flight Engineer	
Flight Engineer Initial Qualification	FEIQ
First Flight Engineer Qualification	FFEQ
Flight Engineer Instructor Qualification	IFE
Flight Engineer Simulator Proficiency	FEREF
Flight Engineer Flight Examiner	FEFE
Flight Engineer Systems Refresher	FESR

Course Title	Course ID
Loadmaster	
Loadmaster Initial Qualification	LMIQ
Loadmaster Mission Qualification	LMMQ
Loadmaster Instructor Qualification	ILM
Loadmaster Flight Examiner Qualification	FELM
Loadmaster Refresher	LMREF
Maintenance	
Maintenance Engine Run Qualification	MERQ

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Executive Order 9497, *Numbering System for Federal Accounts Relating to Individual Persons*.

Public Law 92-204, Section 715, *Appropriations Act for 1973*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

Public Law 93-570, *Appropriations Act for 1974*

37 U.S.C. 301a, *Incentive Pay*

DoDD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976, with Changes 1 and 2

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFPD 10-9, *Lead Operating Command Weapon System Management*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *C-5 Aircrew Evaluation Criteria*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Program*

AMCI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-2AE, Volume 1, *AECM Aircrew Training*

AFI 11-2C-5, Volume 3, *C-5 Operations Procedures*

AFI 13-217, *Assault Zone Procedures*

AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specialized Period of Time Contracts (SPTC)*

AFCAT 36-2223, *USAF Formal Schools*

AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*

AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program—Developing and Processing Forms*

AFI 37-161, *Distribution Management*

AMCI 14-102, *Debriefing and Reporting*

AFMAN 36-2108, *Airman Classification*

AMCI 36-2602, *Management of the Reserve Associate Program*

AMC Mission Directive 701, *Air Mobility Command Headquarters*

Abbreviations and Acronyms

A—Annual

AC—Aircraft Commander

ACC—Air Combat Command

ACDTQT—Aircrew Chemical Defense Task Qualification Training

ACIQ—Aircraft Commander Initial Qualification

AD—Airdrop

ADSC—Active Duty Service Commitment

AERP—Aircrew Eye/Respiratory Protection

AETC—Air Education and Training Command

AFFSA—Air Force Flight Standards Agency

AFORMS—Air Force Operations Resource Management System

AFSOC—Air Force Special Operations Command

AFRC—Air Force Reserve Command

AECM—Aeromedical Evacuation Crew Member

AFPD—Air Force Policy Directive

AMWC—Air Mobility Warfare Center

ANG—Air National Guard

AQP—Airport Qualification Program

AR—Air Refueling

ARA—Airborne radar approach

ARIP—Instructor Pilot Aerial Refueling Qualification

ARPTT—Air Refueling Part Task Trainer

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BFE—Basic flight engineer

BLM—Basic loadmaster

BMC—Basic Mission Capable
C—Cyclical (17-month qualification evaluation cycle)
CBT—Computer-based Training
CCRW—Command Curriculum Review Workshop
CDS—Container Delivery System
CE—Circular error
COMSEC—Communications Security
CONUS—Continental United States
CP—Copilot
CPMQ—Copilot Mission Qualification
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSD—Course Summary Document
CST—Combat Survival Training
CUR—Currency
DNIF—Duty Not Including Flying
DOC—Designed Operational Capability
DoD—Department of Defense
DOT—Division of Training
DRU—Direct reporting unit
EP—Evaluator Pilot
ESD—Evaluation Standards Document
FE—Flight Engineer
FEF—Flight Evaluation Folder (AF Form 942)
FESR—Flight Engineer Systems Refresher
FFEQ—First Flight Engineer Qualification
FOA—Field operating Agency
FPQ—First Pilot Qualification
FTL—Flying Training Level
GTL—Ground Training Level
HAHO—High-altitude High-opening
HALO—High-altitude Low-opening

HOSM—Host Operations Systems Management

IBP—Instructor Based Presentation

IBE—Instructor Flight Engineer

IFF/SIF—Identification, Friend or Foe, Selected Identification

ILM—Instructor Loadmaster Qualification

IP—Instructor Pilot

IR—Infrared

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JA/ATT—Joint airborne air transportability training

L-BAND—Satellite Communications Frequency

LM—Loadmaster

LMIQ—Loadmaster Initial Qualification

LMMQ—Loadmaster Mission Qualification

LSE—Life Support Equipment

MAJCOM—Major Command

MC—Mission Copilot

MCF—First Pilot

MDS—Mission Design Series (e.g., C--5A)

MECP—Mission Enhancement Crossflow Program

ML—Mission Loadmaster

MN—Mission Navigator

MOB—Main Operating Base

MOST—Mission-Oriented Simulator Training

MP—Mission Pilot

MR—Mission Ready

MTL—Master Task List

NAF—Numbered Air Force

NMR—Nonmission-Ready

NVG—Night Vision Goggles

OCONUS—Outside the 48 Conterminous States of the United States

OG—Operations Group

OME—Operational mission evaluation
OPR—Office of Primary Responsibility
OSS—Operations Support Squadron
PAI—Primary Aircraft Inventory
PAR—Pilot serial refueling qualification
PFT—Programmed Flying Training
PIQ—Pilot Initial Qualification Course
PR—Progress review
PTT—Part Task Trainer
SATCOM—Satellite Communication
SCTS—Space Container Transportation System
SG—Surgeon General
SOLL II—Special Operations Low Level II
TACC—Tanker Airlift Control Center (AMC)
TALCE—Tanker Airlift Control Element
TERPS—Terminal Instrument Procedures
TG—Training Guide
TL—Training Level
TRP—Training Review Panel
WST—Weapon System Trainer

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Accuracy Landings—Landings flown to a touchdown within a 1,000-foot block of runway that begins no closer than 1,000 feet past runway threshold.

Aircraft Commander—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft Systems Refresher—Aircraft and crew position unique systems refresher courses.

Airland Aircrew—Basic or augmented crew qualified to conduct an airland mission.

Airland Loadmaster—Crew member fully qualified to function as a loadmaster on airland missions.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

AR Mission—Flight that involves AR procedures as a tanker or receiver aircraft.

Aircrew Training Device—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, tabletop navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew Training System—Integrated qualification, upgrade, and continuation training program for crew members. Civilian contractors conduct most academic and ATD training; Air Force conducts all flight training.

Annual—Training required once every calendar year.

Basic Aircraft Qualified—Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Communications Security—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

Computer-Based Training—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

Copilot—Pilot qualified to perform duties in the right seat only.

Crew Resource Management—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

Critical Phases of Flight—Take-off, AR, AD, approach to landing, landing, or any flight maneuver stipulated that specifically requires direct (access to controls) instructor supervision for qualified or unqualified crew members.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Currency Reference Month—Month used to determine when an annual requirement is due; usually the birth month although it may be the month the event was first accomplished.

Cycle—17-month cycle based on inflight evaluation completion date. Instrument refresher (IRC), open and closed-book testing, and inflight evaluations are required 17 months after previous inflight evaluation. Testing and evaluation will be accomplished during the 6-month period that includes the qualification expiration month and the 5 preceding months. See AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program* and appropriate MAJCOM supplement.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either aircraft commander or copilot seat).

Event or Task—A training item to be accomplished.

First Flight Engineer—Crew member fully qualified to perform flight engineer duties.

First Pilot—Experienced copilot qualified in both the left and right seats of an aircraft.

Flight Examiner or Evaluator—A crew member designated to administer evaluations IAW AFI 11-202, Volume 2.

Flight Surgeon—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force specialty code (AFSC).

Flying Training Level—A standard assigned to crew members, by the squadron commander, directing flying continuation training requirements.

Formal School Courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Altus AFB, Oklahoma).

Ground Training Level—A standard assigned to crew members, based upon experience and squadron commander recommendation, directing ground continuation training requirements.

Instructor—Crew member trained, qualified, and certified by the squadron commander as an instructor IAW AFI 11-202, Volume 2.

Loadmaster—Crew member fully qualified to perform loadmaster duties.

Map Navigator—Secondary navigator on a special-operations low-level (SOLL) II mission who aids in en route navigation and approaches.

Mission Oriented Simulator Training—Part of a CRM training program that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission-Ready—Aircrew member who is current, qualified, and certified in the unit's designated missions. See paragraphs 1.10. and 4.9.2.

Monthly—Training required once every month.

Nonmission-Ready—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions. See paragraphs 1.11. and 4.7.

Off Station Training Flight—Any training mission which remains over night (RON) at a base other than home station.

Overseas Sortie—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States.

Part Task Trainer—A device used to practice a specific task such as cargo door operations, cargo loading training, or receiver AR.

Quarterly—3-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, or 1 October to 31 December.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

Requalification Training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See [Chapter 2](#) for requalification training requirements.

Radar Navigator—Primary navigator on a SOLL II crew who directs airborne radar approaches.

Safety Pilot—A pilot qualified to perform safety duties on a SOLL II crew.

Second Flight Engineer—Crew member qualified to perform limited flight engineer duties.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Space Container Transportation System—C-5 aircraft modified to carry outsized space shuttle components.

Special Mission—Any mission requiring special qualification, i.e., AD and SOLL II.

Special Operations Low Level II Aircrew—An aircrew specially trained and capable of providing support to special forces or combat units committed to unconventional warfare.

Supervised Training Status—Crew member will fly under instructor supervision as designated by the squadron commander or evaluator. This status is a result of loss of currency or qualification, or due to less-than-qualified evaluation.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level—A standard assigned to crew members, by the squadron commander, directing continuation training requirements.

Triennial—Training required once every 3 calendar years.

Upgrade Training—Training to qualify an aircrew member in a higher crew position.

Weapon System Trainer—Device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Aircrew members may operate individually or as a team.

Attachment 2

INDOCTRINATION PROGRAM

A2.1. Indoctrination Program for Aircrew Members. The following information is provided as a guide to assist units in developing local indoctrination programs. Items coded with an (A) are taught at Altus as part of the initial qualification courses. Items coded with an (I) are taught in-unit.

A2.1.1. AMC Organization and Mission (A) (see AMCMD 700, *Air Mobility Command Headquarters*; and AMCI 36-2602, *Management of the Reserve Associate Program*).

Overall mission of AMC	Civil Reserve Air Fleet Program
AMC airlift tasks	AMC's functions as single-manager operating agency for airlift service
Services and their primary missions	
AMC's additional responsibilities	AMC's command relationship and authority

A2.1.2. AMC Command and Control System (A, I):

A2.1.2.1. Command post and operations center: functions, responsibilities, authority, and communications capabilities

A2.1.2.2. Relationship and responsibilities between aircrew and command post personnel in all phases of operation.

A2.1.2.3. The roles of the aircraft commander and primary crew members in decision-making and crew coordination (CRM) processes (see chapters of AFI 11-2C-5, Volume 3).

A2.1.2.4. Legal aspects of flying "in-command" (ACs). (See the Uniform Code of Military Justice.)

A2.1.3. Intelligence (I):

A2.1.3.1. Functions of AMC Intelligence.

A2.1.3.2. Accomplishment of the DD Form 1833, **Isolated Personnel Report (ISOPREP)**.

A2.1.3.3. Unit mission orientation as it relates to intelligence. (See intelligence annexes to AMC plans, AMCI 14-102 (CONFIDENTIAL NOFORN), *Debriefing and Reporting* (U); AFI 31-210, *The Air Force Antiterrorism (AT) Program*; AFI 16-701, and *Special Access Programs*)

A2.1.4. Safety (A, I):

A2.1.4.1. Functions and the AMC safety program.

A2.1.4.2. When safety reports are required (to include HRs, HATRs, and AMC Form 97, **USAF Aircraft Mishap Report Worksheet**).

A2.1.4.3. Reporting and forms completion responsibilities and procedures.

A2.1.4.4. Recent accidents and respective "lessons learned."

A2.1.4.5. Safety concerns in the local flying area, including NAVAIDs, departures, approaches, hazardous terrain, and airfield layout. (Reference mishap or incident reports.)

A2.1.5. Air Operations Security (A, I):

- A2.1.5.1. Events leading to development of the AMC air operations security program.
- A2.1.5.2. Air Force policy on unlawful seizure of aircraft.
- A2.1.5.3. Duties, responsibilities, and limitations of aircrew personnel.
- A2.1.5.4. Modes of operation and psychological factors that motivate hijackers.
- A2.1.5.5. Security techniques.
- A2.1.5.6. Common explosive devices.

A2.1.6. Customs, Agriculture, and Public Health Procedures (A)(I) (see the Air Force Foreign Clearance Guide; AFI 24-401, *Customs-Europe*; AFI 24-402, *Customs-Pacific*; AFI 24-403, *Customs-Southern*; AFI 24-404, *Customs-Domestic*; AFI 11-202, Volume 3; and MCI 11-205):

- A2.1.6.1. Foreign clearance guide and border clearance restrictions.
- A2.1.6.2. AC and aircrew member responsibilities to customs (United States, foreign, and military).
- A2.1.6.3. When aircraft spraying is required.
- A2.1.6.4. AC responsibilities to the Department of Agriculture.
- A2.1.6.5. AC responsibilities to immigration.
- A2.1.6.6. When crew passports are required.
- A2.1.6.7. Crew immunization requirements.
- A2.1.6.8. Crew uniform and clothing requirement.
- A2.1.6.9. Restrictions on crew behavior in foreign countries

A2.1.7. Documentation Responsibilities (A)(I) (see AFI 11-202, Volume 1):

- A2.1.7.1. Crew member responsibilities to document training events.
- A2.1.7.2. Crew member responsibilities to validate and update automated record keeping systems.
- A2.1.7.3. AC responsibility to document flying time.

A2.1.8. Indoctrination requirements for Pilots and Navigators. All pilots and navigators who have no previous AMC experience should receive a one-time indoctrination on the following subjects prior to being certified in AMC units. Items coded with an (A) are taught at Altus as part of the initial qualification courses. Items coded with an (I) are taught in-unit.

A2.1.9. Air Traffic Control (A, I):

Domestic and international air traffic control concepts and procedures

NAVAIDs and their use
Airway structure and use of FLIP

ADIZ penetration procedures and tolerances
Oceanic boundaries and control

Capabilities of ground-based radar in providing vectors around hazardous weather

A2.1.10. Communication Equipment and Procedures (A, I):

Position reports (AIREP) (A, I)	HF communications and wave propagation (I)
Airway communications, military and civil (A, I)	Inter-and intra-theater communications procedures (A, I)

A2.1.11. IFF SIF Procedures (I). Pilots will be proficient in domestic and international peacetime IFF SIF procedures, including MARK XII modes 2 and 4 equipment. They will be familiar with war-time procedures including mode 4 IFF SIF, NORAD/PACOM changeover line, and requirements of both areas. Training will be tailored to reflect unit mission.

A2.2. Familiarization Flights:

A2.2.1. Pilots. Prior to mission certification, pilots will receive a duty familiarization flight. At the discretion of the squadron commander, pilots qualified in one AMC aircraft who subsequently qualify in a C-5 or previously qualified AMC ACs (performing essentially the same mission) may be certified without a familiarization flight. C-5 copilots will observe this mission from the jumpseat. Familiarization copilots may occupy the right-seat during the cruise portion of mission provided a qualified CP or higher occupies the jump seat or the left-seat. At the aircraft commander's discretion, the familiarization copilot may occupy the right seat for takeoffs and landings after completing two overseas sorties and the ATS contractor-provided Copilot Line Development Guide. A familiarization flight for pilots will include:

A2.2.1.1. Participation in a unit mission (actual or training). The mission will be conducted overseas and will transit one of the unit's representative routes.

A2.2.1.2. Flight planning to include consideration of terrain and obstacle.

A2.2.1.3. Forms completion and review.

A2.2.1.4. Demonstration of communications and IFF/SIF equipment and procedures.

A2.2.1.5. En route programming, operation, and use of INS and FSAS.

A2.2.2. Navigators. Prior to mission certification, navigators will receive airland, AD, and AR orientation flights. Crew members will use based instructor guides to document in-unit orientation training.

A2.3. Command and Control Indoctrination—Aircraft Commanders. Pilots not previously qualified as AMC ACs should receive training in the command and control center (OC/CP/TACC/TALCE) system during or shortly after first pilot upgrade, however prior to certification to AC. Pilots in ANG and AFRC units (including associate units) are exempt. Normally, this training is coordinated by operations support squadron (training) office and may be incorporated within ATS instructional segments.

A2.3.1. The program objective is to gain an appreciation for the functions involved in coordinating operations, maintenance, and transportation and aerial port functions to achieve safe, on-time mission operations. As a minimum, training will cover the following areas:

Command and control	Command and Control Information Processing System (C2IPS)
Emergency actions checklist	Close-watch operations
Communications	Diversion and reroute decisions
Operations briefings	Aircrew management and stage operations
	Global Decision Support System (GDSS)

A2.3.2. Training Guidance. The unit will determine training requirements sufficient to fulfill the objectives of this program as it relates to their mission.

Attachment 3
SUMMARY GUIDE TABLES

Table A3.1. Mission Qualification and Upgrade Training.

***NOTE:** Simulator and UPT time are creditable toward total time for prerequisite minimum flying hour upgrade requirements. All "Level C+" (as certified by HQ AMC/DOT) simulator time in weapon system may be included as PAI time for upgrade. Prerequisite times must be met prior to entry into AC and IAC upgrade training.*

FROM	TO	PREREQUISITES	TASKS AND EVENTS REQUIRED PRIOR TO CERTIFICATION
Pilot			
Unqualified Copilot	Formal School Grad	AFSC: 11XX	Pilot Initial Qual (PIQ) Course at 97 AMW.
Formal School Graduate	Airland Copilot	AFSC: 11A1A	Copilot Mission Qual (CPMQ) Course at MOB, complete applicable portions of copilot line development training guide.
Airland Copilot	AR Copilot	AFSC: 11A3A.	Local copilot AR .
Airland Copilot	Airdrop Copilot (436 AW only)	AFSC: 11A2A.	Training according to Chapter 5 , flight evaluation.
Airland Copilot	SOLL II Safety Pilot (436 AW only)	AFSC: 11A2A, AR copilot, medical screening by flight surgeon.	SOLL II training according to Chapter 5 , flight evaluation.
Airland Copilot	Airland First Pilot	AFSC: 11A2A. 700 total hours Recommendation of squadron ops officer.	First Pilot Qual (FPQ) Course, complete copilot line development training guide, flight evaluation.

NOTE: Simulator and UPT time are creditable toward total time for prerequisite minimum flying hour upgrade requirements. All "Level C+" (as certified by HQ AMC/DOT) simulator time in weapon system may be included as PAI time for upgrade. Prerequisite times must be met prior to entry into AC and IAC upgrade training.

FROM	TO	PREREQUISITES	TASKS AND EVENTS REQUIRED PRIOR TO CERTIFICATION
Airland First Pilot	Airland Aircraft Commander (AC)	Grade: 02 AFSC: 11A2A. Flying hours/total PAA 2000/200* 1600/400 1400/600 *100 hours for previous qual 3/4-eng jet or turbo-prop AC, recommendation of squadron commander.	Complete pilot line development training guide. AC Qualification (ACQ) Course at 97 AMW (not required for previous qual fixed wing ACs who have completed AC Initial Qual (ACIQ) Course), flight evaluation.
Airland Aircraft Commander	Aerial Refueling AC	AFSC: 11A3A.	Pilot AR Qual (PAR) Course at 97 AMW, flight evaluation.
Airland Aircraft Commander	Airland Instructor AC	AFSC: 11A3A. Flying hours: 200 hours after AC certification. Recommendation of squadron commander.	Instructor Pilot Qual (IP) Course at 97 AMW (not required for previous qual), flight evaluation.
Airland Instructor Aircraft Commander	Airland Flight Examiner AC	AFSC: K11A3A. Recommendation of squadron commander.	Pilot Flight Examiner (FEAC) Course.
Airland First Pilot	Airdrop Copilot (436 AW only)	AFSC: 11A2A	Training according to Chapter 5 , flight evaluation
Airland Aircraft Commander	Airdrop AC	AFSC: 11A3A.	Training according to Chapter 5 , flight evaluation.
Airland First Pilot	SOLL II Safety Pilot (436 AW only)	AFSC: 11A2A	SOLL II training according to Chapter 5 , flight evaluation.

NOTE: Simulator and UPT time are creditable toward total time for prerequisite minimum flying hour upgrade requirements. All "Level C+" (as certified by HQ AMC/DOT) simulator time in weapon system may be included as PAI time for upgrade. Prerequisite times must be met prior to entry into AC and IAC upgrade training.

FROM	TO	PREREQUISITES	TASKS AND EVENTS REQUIRED PRIOR TO CERTIFICATION
Aircraft Commander	SOLL II Copilot	AFSC: 11A3A, AR AC, medical screening by flight surgeon.	SOLL II training according to Chapter 5 , flight evaluation.
Instructor Aircraft Commander	SOLL II AC	AFSC: K11A3A, Air Refueling (AR) AC, medical screening by flt surgeon, recommendation by squadron commander.	SOLL II training according to Chapter 5 , flight evaluation.
FLIGHT ENGI-NEER			
Apprentice FE	2nd FE	Basic FE (BFE) Course (AFCAT 36-2223)	FE Initial Qual (FEIQ) Course, qual eval, in-unit certification
2d FE	1st FE	300 PAA hours, recommendation of squadron operations officer	First FE Qual (AR) Course, completion of FE training guide, qualification evaluation.
1st FE	Instructor FE	Recommendation of squadron operations officer.	FE Instructor Qual (IFE) Course, initial qual eval
1st FE	SOLL II FE	Medical screening by flight surgeon.	SOLL II training according to Chapter 5 , qual eval.
Instructor FE	Flight Examiner FE	Recommendation of squadron commander	FE Flight Examiner Qual (FEFE) Course
LOADMASTER			
Apprentice Aircraft LM	LM	Aircraft LM Course (AFCAT 36-2223)	LM Initial Qual (LMIQ) Course, qual eval.
LM	Mission Qual Airland LM	LM Initial Qual	LM Mission Qual (LMMQ) Course, completion of training guide, qual eval.
Airland LM	Airdrop/SOLL II LM	Medical screening by flight surgeon	Airdrop and SOLL II training according to Chapter 5 , qual eval.

NOTE: Simulator and UPT time are creditable toward total time for prerequisite minimum flying hour upgrade requirements. All "Level C+" (as certified by HQ AMC/DOT) simulator time in weapon system may be included as PAI time for upgrade. Prerequisite times must be met prior to entry into AC and IAC upgrade training.

FROM	TO	PREREQUISITES	TASKS AND EVENTS REQUIRED PRIOR TO CERTIFICATION
Airland LM	Instructor LM	Recommendation of squadron operations officer	LM Instructor Qual (ILM) Course, qual eval.
Instructor LM	Flight Examiner LM	Recommendation of squadron commander	LM Flight Examiner Qual (FELM) Course, administrative upgrade.

Attachment 4**TRAINING EVENT IDENTIFIERS AND DESCRIPTIONS****A4.1. Responsibilities:**

A4.1.1. The wing commander will ensure ground training programs are supported by all agencies involved. Host and tenant units will develop agreements to provide required support for training.

A4.1.2. The operations group commander is responsible for establishing and maintaining the academic training program for non-ATS courses. The operations group commander may delegate this responsibility to squadron OPRs. The operations group or squadron OPR will:

A4.1.2.1. Appoint primary and alternate instructors for each non-ATS to be taught.

A4.1.2.2. Publish a weekly ground training schedule to include date, time, location, attending students and instructor for each (ATS and non-ATS) program scheduled. If a designated instructor for any is not available, another academic instructor may teach the program. This substitute instructor must be approved either by the squadron commander or designated representative (non-ATS only) and must be given sufficient time to prepare. If either condition is not met, the will be rescheduled.

A4.1.2.3. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/DOT.

A4.1.3. Instructor Selection and Training. The operations group commander will select instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Instructors must complete either a formal school or a local training program before assuming instructor duties. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*.

NOTE:

An individual who instructs a class receives credit for that academic training requirement.

A4.1.4. Records and Documentation. Units should use AF Form 1522, **AFORMS Additional Training Accomplishment Input**. Small arms training will be recorded on AF Form 522, **USAF Ground Weapons Training Data**. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. If additional forms are needed, see AFI 37-160, Volume 8, for guidance.

A4.2. Ground Training Course Descriptions:

G002 Aircraft Marshaling Training and Examination.

Purpose. To ensure crew members understand proper marshaling procedures.

Description. Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a 20-question test.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron

G003 Flightline Security and Drivers Examination.

Purpose. To ensure crew members understand proper flightline driving and security procedures. Crew members who are required to drive on the flightline must receive this .

Description. Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also, includes a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

OPR:

MAJCOM: HQ AMC/DOA/SFO

Unit: Chief, Airfield Management

G010 Chemical-Biological Warfare Defense (CWD) Training.

Purpose. To successfully survive and fight in a chemical or biological environment while wearing ground crew individual protective equipment.

Description. Lesson summary—academic and hands—on training on the ground crew protective equipment components (AFI 32-4001). Units may combine this training with LS02 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. (AFI 32-4001, *Disaster Preparedness Planning and Operations*). Aircrew specific procedures will be covered by Aircrew Life Support personnel. Ground crew protective equipment will be instructed by qualified CE readiness personnel under the auspices of the installation CE Readiness Flight.

OPR:

MAJCOM: HQ AMC/CEO

Unit: Civil engineering readiness flight

Curriculum development:

HQ AFCEA/CEX

Local civil engineering readiness flight

Instructor: Qualified disaster preparedness instructor

G060 Tactics.

Purpose. To provide the crew member with information necessary for the effective and successful completion of the unit's assigned employment mission.

Description. Course will include both specialized briefings and individual or crew study of all areas pertinent to completing the unit's assigned tasking. Staff specialists will be available during periods of crew self-study to assist in strengthening weak areas and answering questions. Each unit's tactics training should be tailored to their mission; however, as a minimum, the should cover the following:

	Unit Mission Brief:	Composite Force Structure:
	SIOP (if applicable)	Operations theory
	Conventional employment	Threat warning and information dissemination
	Tasking under regional OP plans	Close control versus broadcast (bullseye) control
	Peacekeeping operations	High value airborne asset (HVAA) protection
	Aircraft Systems:	Low level navigation and AR (if required)
	Have Quick	Large formation operations
	KY-58	Exercise and Conflict Lessons Learned:
	Unit specific equipment (NVG, etc.)	Unit lessons learned
	ATO and SPINS:	MAJCOM and theater lessons learned
	ATO breakout and use	Threat System Description and Capabilities:
	SPIN usage	Surface-to-air and air-to-air systems(including
	Use of code words	Blue and gray threat)
	IFF procedures	Threat employment doctrine
	Aircraft Aerodynamics:	SAFE PASSAGE:
	Energy Management	Friendly air defense systems
	Fighter maneuvers against AMC aircraft	Authentication procedures
	Tactical maneuvering against threat	Airspace control and air defense measures
	Compare threat aircraft to AMC aircraft	Unit and theater specific SAFE PASSAGE procedures
	Defensive Maneuvering:	Tactical Deception:
	Long range and radar missile defense	Basic principle and concepts
	Short range IR and guns	AMC aircraft participation and involvement

OPR:

MAJCOM: AMWC, HQ AMC/DOT

Unit: Tactics Branch

Training Aids: As required (video—SAFE PASSAGE Procedures for Aircrews)

Instructors: Tactics instructors and applicable wing staff agencies as required

G070 Aircrew Intelligence.

Purpose. To enhance crew member understanding of the threat to unit assets and directly contribute to mission success and aircrew survival. Includes unit mission intelligence brief. Training will be conducted by intelligence personnel in coordination with tactics officers, servicing staff judge advocate and security police, as appropriate, to meet aircrew training requirements. This 3-hour annual training requirement may be separated into two 1.5-hour sessions taught semiannually. Credit event on completion of all required training.

Description. See AFI 14-103, *Threat Recognition Training Program*

OPR:

MAJCOM: HQ AMC/INF

Unit: Intelligence officer, JA, SF

Curriculum development: Units

Instructor: Qualified intelligence instructor

Additional Information. "Laws of armed conflict" (LOAC) and "protection from terrorism" (PFT) can be taught in conjunction with Aircrew Intelligence Training (requires scheduling additional time beyond 3 hours scheduled for AIT). Coordinate with the servicing staff judge advocate for LOAC training and the security police for PFT training. The unit intelligence officer may administer an aircrew intelligence related test to determine if additional training is required.

G080 Communications Procedures.

Purpose. To ensure crew members possess a thorough knowledge of all communication and COMSEC requirements.

Description. This includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Also, included is the proper use, protection, disposition, and accountability of COMSEC aids. The following subjects will be covered:

Authentication procedures	SIOP (as applicable)
IFF SIF codes and equipment operation	AFSIR
HAVE QUICK	Flight information handbook review
KY-58, SECURE VOICE Radio	AMCH 3311, <i>AMC Aircrew Communications</i>
L-BAND SATCOM	<i>Handbook</i>

OPR:

MAJCOM: HQ AMC/DOT/DOA/DOX/STSP

Unit:

COMSEC responsible officer (CRO)

Wing, operations group, and squadron training personnel

ATS instructors (if included in ATS contract)

G090 Anti-Hijacking.

Purpose. To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

Description. This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and a criterion test.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron

Curriculum development: As required

Training aids: AFI 13-207 and unit developed criterion test

Instructor: Unit designated instructor

G100 Laws of Armed Conflict.

Purpose. To ensure crew members understand the LOAC.

Description. This training includes the principles and rules of the LOAC for aircrews to carry out their duties and responsibilities.

OPR:

MAJCOM: HQ AMC/JAM

Unit: JA

Training aids: As required

Instructor: JA or intelligence officer

Additional Information. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

G110 Protection From Terrorism.

Purpose. To provide detailed guidance for reporting and preventing terrorist activity IAW AFI 31-210, *The Air Force Antiterrorism (AT) Program*.

Description. Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. (AFI 31-210).)

OPR:

MAJCOM: HQ AMC/SFP

Unit: Security police squadron

Curriculum development: Units

Instructor: Local AFOSI or AF AT Level II trained instructor (IAW AFI 31-210).

G120 ISOPREP Review. Review isolated personnel report (ISOPREP) card every 180 days.

Purpose. To generate (if necessary), review, and ensure accuracy of crew member isolated personnel reports.

Description. (AFDD 34, *Combat Search and Rescue Operations*).

OPR:

MAJCOM: HQ AMC/IN

Unit: Intelligence officer

G130 Instrument Refresher Course.

Purpose. To ensure pilots and navigators possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

Description. Guidance for development of unit IRC programs, including topics and subject outlines, length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course (IRC) Program*. IRC is accomplished according to AFI 11-202, Volume 1 and applicable MAJCOM supplement. For those weapon systems that receive contractor provided IRC on an annual basis, log IRC upon completion of the ATS. However, the IRC test must be completed within the checkride eligibility period. (AFMAN 11-210, *Instrument Refresher Course (IRC) Program*).

OPR:

MAJCOM: HQ AMC/DOT

Unit: Operations group commander

Curriculum development: Air Force Flight Standards Agency (AFFSA),

Training Aids: 436th Training Squadron (ACC) Dyess, AFB, Texas, Program 1115, Instrument Refresher Course (instructor guide, student guide, and 35mm slide presentation) (**NOTE:** Although this program is an ACC product, it can be modified, based on the unit mission, for application all AMC weapon systems.)

G150 TERPS. Seminar for flight engineers and boom operators providing instruction to safely monitor all instrument departures and approaches.

Purpose. Provide flight engineers with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety.

Description. Training for flight engineers to monitor navigation equipment for correct settings and pilots instruments to ensure the departure and approach procedures are being accomplished as briefed. Course includes:

A breakdown of standard DoD approach plates

Explanation of aircraft navigation equipment

Departure and terminal arrival procedures

Instrument approach types

The initial approach portion to the final approach portion

Final approach procedures

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor, squadron

G182 Hazardous Cargo. Procedures for handling hazardous cargo.

Purpose. To familiarize crew members with procedures and restrictions when carrying hazardous materials.

Description. Complete ATS/squadron provided instruction reviewing AMC aircrew hazardous materials handbook and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*). The syllabus includes:

Hazardous classification	Aircraft loading and passenger movement
Packaging	Tactical and contingency airlift
Marking and labeling	Aircrew responsibility
Certification	

OPR:

MAJCOM: HQ AMC/DOT/DOJ

Unit: ATS contractor or squadron instructor

G220 Aircraft Systems Refresher

Purpose. To maintain crew member knowledge and proficiency at mission qualified level.

Description. The flight engineer system refresher (FESR) conducted by the ATS contractor satisfies this event. The is 30 hours long and consists of instructor-based presentation. The loadmaster refresher is 23 hours long and consists of a combination of IBP, CBT, and CPT training media. The loadmaster refresher satisfies hazardous cargo training (182).

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

G230 Crew Resource Management (CRM) Refresher.

Purpose. Mission-specific continuation CRM training conducted according to AFI 36-2243 and MAJCOM Supplement 1. May be accomplished in conjunction with CRM simulator.

Description. Reinforces initial CRM training through an academic review of the AMC common core subjects (according AFI 36-2243 and MAJCOM supplement) with specific emphasis on an annual refresher topic.

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. G230 must be accomplished before G240, CRM Simulator.

G231 Initial Crew Resource Management (CRM) Training.

Purpose. Aircraft and crew-specific CRM training conducted according to AFI 36-2243, *Cockpit/ Crew Resource Management Program*, and MAJCOM supplement.

Description. Introduces AMC common core subjects (according to AFI 36-2243 and MAJCOM supplement). If initial CRM is not accomplished at the formal school, it must be accomplished within 1 year of reporting to home station. Dual log with G230 for AFORMS tracking purposes.

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Dual log accomplishment of G231 with G230 for AFORMS tracking purposes.

G232 Instructor/Evaluator CRM

G240 Crew Resource Management (CRM) Simulator

Purpose. To provide hands-on application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario.

Description. CRM mission-oriented simulator training (MOST) conducted according to AFI 36-2243 and MAJCOM supplement.

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

G250 Refresher Simulator.

Purpose. Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission specific training requirements.

Description. The contains four volumes. Volumes 1 and 2 are geared towards the active duty aircrew members. One volume is scheduled for each half of the calendar year. Four WST missions are conducted during each volume. The first mission of each volume is a MOST mission emphasizing crew interaction and problem solving. These missions satisfy G240. The remaining missions are a review of aircraft systems, normal, emergency, and instrument procedures, and operational problems. Volume 3 is AFRC/ANG-peculiar and consists of five WST missions during one half of the year and 6 hours of combined IBP and CBT refresher academics during the second half of the year. Volume 4 is the Westover Local Proficiency Training Course which satisfies G240 and credits one Pilot Proficiency Sortie (M010).

G258 Simulator Proficiency Sortie (SPS).

Purpose. Simulator training focused on pilot proficiency.

Description. The SPS is a WST sortie with emphasis placed on basic flying proficiency tailored to individual currency and training needs. As a minimum the SPS will consist of the following:

Review of boldface emergency procedures

Three instrument approaches or two instrument approaches and a holding pattern or procedure turn (to include entry)

Missed approach

Circling approach or VFR traffic pattern

Simulated engine-out landing

Simulated engine-out go-around or missed approach

G270 Tactics Simulator.

Purpose. Simulator training focused on operations in the tactical/low-threat environment.

G280 Small Arms Training.

Purpose. To train aircrew members to meet Air Force arming requirements.

Description. Academics on marksmanship fundamentals and operator skills to include firing and qualifying in accordance with AFMAN 36-2227, Volume 2, *Combat Arms Training and Maintenance Rifle, Handgun, Shotgun, Grenade Launcher, M72 Light Antitank Weapon, Sub-machine Gun, and M249 Squad Automatic Weapon Training Programs*. Currency expires two years from date of accomplishment.

OPR:

MAJCOM: HQ AMC/SFPT

Unit: Security police squadron (SFS)

Instructor: Qualified SFS combat arms instructor

Additional Information. Course will meet requirements of AFI 36-2227 and include use of force training from AFI 31-207.

G290 AMC Airport Qualification Program (AQP).

Purpose. Aircrews are required, for global operations, to familiarize themselves with world-wide destination airfields. Although this familiarization should be accomplished prior to every mission, the squadron commander will determine the need and associated currency requirement for logging G290 prior to departure. (See the applicable AFI 11-2XX volumes for additional information.)

Description. Familiarization includes applicable review of: FLIP documents, AMC Summary of Airfield Restrictions, AQP video tapes (24 audiovisual documentaries of 168 select world-wide airports), DoD Foreign Clearance Guide, and notices to airmen. The commander, operations officer, or their designee's signature on the flight orders signifies the aircrew has accomplished all required pre-departure training.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron or airfield management (reference material and video tapes)

Instructor: Self paced

A4.3. Life Support (LS) Training Events :**LS02 Combat Survival Training (CST):**

Purpose. To provide aircrews with the information necessary to survive in any peacetime or wartime environment.

Description. Aircrew members demonstrate their ability to operate LSE, employ survival/evacuation techniques, and rescue procedures under simulated combat conditions. See AMCI 11-301 for description. Course satisfies self-aid and buddy-care requirements of AFI 36-2238, *Self-Aid and Buddy Care Training* (AFPD 11-3, AFI 11-301, AMCI 11-301).

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs, IAW AFI 36-2209, *Survival and Code of Conduct Training*. CST “hands on” requirement may be met by classroom or field training at unit commander discretion based on unit mission. Course length will not exceed one training day. Units may schedule crew members to complete both CST and WST events in a single training day.

LS03 Water Survival Training:

Purpose. To provide aircrews the opportunity to demonstrate their ability to use weapon system specific flotation devices and LSE components available during an overwater emergency.

Description. Crew members will demonstrate ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. (AFPD 11-3, AFI 11-301, AMCI 11-301). See AMCI 11-301 for description.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs. water survival training “hands on” requirement may be met by classroom or pool training at unit commander discretion based on unit mission. Course length will not exceed six hours. Units may schedule crew members to complete both water survival training and CST in a single training day.

LS04 Aircrew Chemical Defense Training.

Purpose. Provide training to all crew members stationed in or subject to deployment or operations through a chemical threat area.

Description. Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using either the first generation Aircrew Chemical Defense Ensemble or Aircrew Eye/Respiratory Protection (AERP) equipment and Contamination Control Area procedures. Donning, doffing of equipment, and decontamination

during exercises fulfills training requirement. Units may combine this training with G010 (Chemical-Biological Warfare Training), provided both aircrew and ground ensembles are fully covered. (AFPD 11-3, AFI 11-301, AMCI 11-301).

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

LS06 Life Support Equipment (LSE) Training.

Purpose. Provides training on the use of available life support equipment and the principles, procedures, and techniques needed to permit survival in varying climatic conditions and environmental regions. This class is conducted as part of the training for initial qualification students. LSE for continuation training will be taught as part of water survival training, CST, and Egress.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

LS08 Egress Training.

Purpose. To ensure all crew members can explain ground and inflight egress procedures, are able to identify and document equipment discrepancies, can perform required egress procedures, and are able to identify, locate and utilize applicable aircrew and passenger life support appropriate emergency equipment.

Description. Training will include discussion of primary and secondary air and ground egress exit points. If unit elects to conduct training at the aircraft, practice “hands-on” egress scenarios to enforce the importance of aircrew coordination actions required for emergency situations.

(AFPD 11-3, AFI 11-301, AMCI 11-301).

Additional Information. Certified aircrew and life support instructors will provide egress training to all aircrew and operational support crew members. Course length will not exceed two hours based on unit mission/training needs.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

A4.4. Mission-Specific (M) Training Events :

M010 Proficiency Sortie. The following requirements are listed by crew position:

Pilots—Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). As a minimum, a pilot proficiency sortie will consist of the following:

Review of boldface emergency procedures

Three instrument approaches

Missed approach

VFR traffic pattern (weather permitting)

In addition, the following should be accomplished when available and applicable:

- Holding pattern or procedure turn (to include entry)

- Circling approach

- Simulated engine-out landing (if applicable to aircraft type and weather permits, not applicable to copilots with less than 500 C-5 hours)

- Simulated engine-out go-around or missed approach (if applicable to aircraft type and weather permits, not applicable to copilots with less than 500 C-5 hours)

- Partial flap landing (if applicable)

If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. Instructors should tailor each proficiency sortie to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures. IPs will have individuals repeat maneuvers until proficient before crediting. IPs may credit a proficiency sortie after accomplishing all required events.

Navigators—May credit a sortie when they perform navigation duties. Two navigators may credit a sortie if they accomplish sortie events on the same route segment when the mission profile requires the use of two navigators, e.g., SOLL II.

Flight engineers—To credit a proficiency sortie, flight engineers must complete a full preflight inspection, perform the required predeparture activities, and applicable panel duties and checklists for the type mission flown. Half of the semiannual requirements may be credited by performing a through-flight inspection versus a complete preflight inspection, provided all other duties associated with a proficiency sortie are accomplished. (**NOTE:** When through-flight inspections are accomplished in conjunction with proficiency sorties, log M012 instead of M010.) All training and crew qualification levels will accomplish at least one proficiency sortie in the basic crew position every 60 days. Instructors and flight examiners may credit the remaining semiannual proficiency sorties (M010) while instructing or evaluating the duties associated with the basic sortie requirement.

EXCEPTION: AFRC/ANG flight engineers may credit a sortie for missions flown where a preflight inspection was not possible (e.g., ERCC) and a preflight inspection was accomplished at another time. When a proficiency sortie is accomplished without a preflight inspection log a through-flight proficiency sortie M012. When a preflight is accomplished (not associated with or after flight), log a preflight event P361.

Loadmasters—Must accomplish a preflight or through-flight inspection, inflight duties, and an onload or offload of either cargo or passengers. Loadmasters may credit proficiency sorties for each positioning and depositioning leg of a static load training mission where they accomplish a preflight or through-flight inspection, accomplish inflight duties, and participate in onload/offload training activities. Up to three loadmasters may credit a sortie during a heavy-weight AR training mission. Up to four may credit a sortie on a basic mission. Up to six loadmasters may credit a sortie for an SCTS mission or an airbus mission. All training and crew qualification levels will accomplish at least one proficiency sortie in the basic crew position every 60 days. Instructor and examiner loadmasters may credit the remaining semiannual proficiency sortie (M010) requirements while instructing or evaluating the duties associated with the basic sortie requirement.

M012 Flight Engineer Proficiency Sortie, Through-Flight. Includes all the Flight Engineer requirements of M010 except a through-flight inspection is substituted for a complete pre-flight inspection. Schedulers and supervisors will compare accomplishment of M010 with M012 to ensure Flight Engineers accomplish the required number of full pre-flights in conjunction with a sortie.

M030 Overseas Sortie. Sortie that includes take-off or landing outside the 48 conterminous states of the United States. Primary crew and crew members performing instructor or evaluator duties may credit 50% accomplishment of M030.

M070 Air Drop Event: See paragraph 4.12..

M080 AD—Personnel. Credit in accordance with M070 requirements and dual log with M070.

M090 AD—Heavy. Credit in accordance with M070 requirements and dual log with M070.

M100 AD—CDS. Credit in accordance with M070 requirements and dual log with M070.

M110 Threat Scenario Sortie. To credit a threat scenario sortie, a comprehensive threat package must be developed with wing intelligence and tactics assistance. Crew members must plot threats, assess threat impact, and plan routes or tactics that will be employed to safely complete the AD tasking. Tactics used may include (as applicable), but are not limited to, the following: actual or simulated tactical air force or ground support, SAFE PASSAGE, Air Force spectrum interference resolution (AFSIR), and HAVE QUICK and SECURE VOICE radio procedures. Flight engineers and loadmasters must accomplish an evasion plan of action (EPA).

M120 Unfamiliar Routes. To credit this event, the same route should not have been flown by the aircrew member within the previous 6 months. These routes must be planned and flown using VFR procedures.

M140 Low-Level Sortie. These events are designed to maintain proficiency in low altitude techniques required to deliver airborne forces, equipment, or special forces. Each route will be a minimum of 30 minutes and will include a slowdown for an actual or simulated drop. Lead navigators must not exceed the TOT by ± 60 seconds to credit the event.

A4.5. Crew and Individual Proficiency (P) Training Events:

P020 Takeoff. Initial takeoff or takeoff following a touch-and-go landing.

P053 Spiral Up Departure.

P061 VFR Overhead.

P064 Random Steep Approach.

P065 Curvilinear Approach.

Description. From a position other than a straight-in final or normal VFR traffic pattern, initiate a descending, turning track from a random altitude, distance, and location from the airfield. Maneuver to roll out (configured) on final not less than 300 feet AGL and 1 NM from the threshold. Perform a normal landing.

P070 Instrument Approach.

P080 Instrument Approach (Auto or Coupled).

P090 Instrument Approach (Manual).

P100 Precision Approach.

P101 ILS Approach.

P103 PAR Approach.

P110 Nonprecision Approach.

P111 VOR/TACAN Procedures.

P112 TACAN/VOR/Localizer Approach.

P113 ASR Approach.

P114 RMI/BDHI Only Approach (ADF/VOR).

P115 Backcourse LOC.

P116 NDB Approach.

P120 CAT II ILS.

P130 Circling.

P140 Visual Traffic Pattern.

P145 FE Approach TERPS Monitor.

Purpose. To apply TERPS (G150) objectives during an actual approach or departure.

Description. Flight engineers will occupy the jump seat during this event and assist pilots monitoring an instrument approach or departure procedure. Pilot participation is encouraged, emphasizing to the scanner the critical indications to monitor during an instrument procedure.

P160 Missed Approach.

P170 Approach and Go-Around (Simulated Engine-Out) (Dual log with P160).

P180 Approach and Landing (Simulated Engine-Out).

P190 Landing.

P192 Night Landing.

P196 Landing, Full Stop.

P200 Touch-and-Go Landing. Aircraft commanders with 200 hours in-command time may be certified to perform touch-and-go landings. Certified aircraft commander touch-and-go currency is one every 45 days. Loss of currency does not result in a loss of mission ready status. Dual log with P020, P190, and P192 as applicable.

P260 HAVE QUICK Radio Procedures. Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation. The TOD should be updated from a ground station master clock when possible.

P270 Secure Radio Operation. Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.

P271 Authentication Procedures. Training consists of demonstrating proper challenge and reply authentication procedures using the TRIAD authenticator. Units will determine how best to accomplish the training (i.e., ground training, authenticate a transmission with command post, between aircraft in formation, etc.)

P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT). An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crew members to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crew member actions during the exercise. If a crew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed. AWs that do not have sufficient quantities of AERP equipment may accomplish training requirements using "first generation" chemical warfare equipment (hood, MBU-13P mask, CRU 80P filter pack, and rubber gloves).

The following aircrew CD items will be used:

Flying helmet (if applicable)

MBU-19/P hood and mask assembly

Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries

MXU-835 intercom assembly

Filter pack suspension straps

Glove set (cotton, butyl, Nomex“)

ACDTQT should be accomplished in the WST. If accomplished in a WST, ATS instructors will observe the exercise. No other supervision is required and no restrictions apply on who and how many crew members may wear the gear.

If performed in the aircraft, only one pilot will be dressed out at any time. FEs and navigators will not dress out simultaneously.

The aircraft commander will be supervised by an instructor pilot occupying the copilot seat. Copilot will be supervised by an instructor pilot or experienced aircraft commander (determined by the squadron commander) in the pilot seat. A safety observer crew member will occupy the jump seat. Pilots will don the gear and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing.

Navigators will be supervised by another navigator and wear the gear for a minimum of 30 minutes while performing navigator duties.

FEs supervised by another FE will wear the gear during take-off, approach, and landing.

Loadmasters, supervised by another loadmaster, will wear the gear while either up-loading or down-loading cargo or vehicles. When using “first generation equipment, loadmasters need only accomplish a cargo compartment preflight or cargo door and ramp operation.

Prior to being scheduled for this event, each aircrew member must have completed LS02.

A4.6. Qualification and Certification (Q) Training Events:

Q001	Open-Book Qualification Examination.
Q002	Closed-Book Qualification Examination.
Q005	ATD Evaluation (Qualification and Upgrade).
Q006	Senior Staff Basic ATD Evaluation.
Q007	Senior Staff Basic Qualification Evaluation.
Q008	Instructor Evaluation.
Q012	Airdrop Evaluation.
Q015	Special Missions and Operations Qualification.
Q016	Conventional/Mobility Certification.
Q020	AR Evaluation.
Q034	SOLL II Evaluation.
Q041	Category II ILS Certification.
Q090	Flight Publications Check.

- Q100 Initial OME Evaluation.
- Q160 Instrument Refresher Course Examination.
- Q170 Flight Evaluation Folder Review.

A4.7. Air Refueling (R) Training Events:

R010 Receiver AR. Aircraft commanders may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. Instructor and evaluator pilots will accomplish at least two sorties semiannually (ideally, one per quarter) while occupying the right seat. An R010 may also be credited in the ARPTT/WST by accomplishing the following:

An AC may credit a receiver AR event (R010) by accomplishing 30 minutes of closures, a minimum sustained contact of 5 minutes or greater, or both. Night (R020) and heavy weight (R030) events may also be credited in the ARPTT/WST.

AR instructors may credit an R010 by providing ARPTT/WST instruction on a minimum of two separate ARPTT/WST sessions.

Two AR events may be accomplished in the ARPTT/WST semiannually. The ARPTT/WST may not satisfy consecutive R010 training events.

- R011 Receiver Air Refueling, Indoctrination.
- R012 Receiver Air Refueling (Day).
- R020 Receiver AR (Night).
- R030 Receiver AR (Heavyweight): at or above 625,000 pounds.
- R040 Receiver AR Breakaway and Emergency Separation. Initiated with the receiver in the AR envelope. Pilots must demonstrate proficiency in executing the breakaway.
- R050 Receiver AR Tanker Autopilot-Off. The tanker autopilot must be disengaged and AR contacts must be practiced.
- R160 Radio Silent Breakaway. Event is to be accomplished using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place with the receiver in either the contact or pre-contact position. For the event to occur from the contact position, prior coordination must take place among the boom operator, tanker pilot and receiver pilot. As a minimum, the time of occurrence must be coordinated. Should this event be scheduled as part of a radio silent AR, coordination can be done any time prior to the flight. This event may also be accomplished during an AR that does not involve radio silent procedures.

A4.8. SOLL II (V) Training Events:

- V200 Sortie.
- V210 Airborne Radar-Directed Approach (required for pilots and navigators).
- V220 Unfamiliar Routes (dual log with M120).
- V230 Loading Exercise.

V240 AD.
V250 Hot Refueling.

A4.9. Unit Defined ("X") Events. (See AFI 11-202, volume 1, and MAJCOM supplement.)

A4.10. Air Force Specified ("XX") Training Events:

AA01 Qualification Check.
AA02 Qualification Check, Simulator
AA11 Instrument Check
AA12 Instrument Check, Simulator
AA21 Combined Qualification and Instrument Check
PP01 Flight Physical
PP11 Physiological Training
RR01 Flight Records Review

A4.11. Additional Event Identifiers. These identifiers will be used if units choose to track the associated events and items in AFORMS:

E010 Standards of Conduct Briefing
E030 Passport
E040 Base Populace Briefing
E050 Newcomer Substance Abuse Awareness Briefing
E060 Newcomers Social Actions Briefing
E070 Protection of the President
E080 Report Counter Human Resources Intelligence Threat Briefing
E090 Hostile Human Intelligence Threat Briefing
E100 Security and Awareness Training
C010 CWD Driver Operations
C030 Mobility Briefing
C040 Mobility Folder Review
C050 Unit Disaster Training
LE02 Oxygen Mask Inspection
H010 Ergometer Testing
H020 Dental Exam
H030 Cholera
H040 Flu Shot

H050	Smallpox
H060	Oral Polio
H070	Tetanus
H080	Yellow Fever
H090	TB Tine
H100	Meningococcola
H110	Typhoid
H120	Hepatitis A
H130	Hepatitis B

Attachment 5

AIRCREW TRAINING DOCUMENTATION

A5.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, **Airman Training Record**, AF Form 4023, **Aircrew Training Progress Report**, AF Form 4024, **Aircrew Training Accomplishment Report**, and AF Form 4025, **Aircrew Summary/Closeout Report**, and aircrew training guides.

A5.1.1. Initiate a training folder AF Form 4022 for AFCAT 36-2223 formal training (either at formal school or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A5.1.1.1. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023. Use the existing training folder for end-of- evaluations that result in additional training.

A5.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a tanker copilot upgrading to AC may have his or her upgrade, mission qualification, and formation lead training combined in one folder.

A5.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on AF Form 4023.

A5.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A5.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4025, prior to all training periods. Those areas not previously accomplished or those in which crew members require additional training, will be noted for possible inclusion during the current training period. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023.

A5.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's flight evaluation folder (FEF) and a copy in the individual's training folder. Squadrons will retain all AF Forms 4022 for 1 year, then return them to the crew members. Do not insert AF Forms 4022, 4023, or 4025 into FEFs.

A5.1.6. Use AF Forms 4023, 4025, and 4025 for ATS and formal school courses.

A5.2. Instructions for AF Form 4022. This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be attached through the centered holes of the folder. Training guides will be placed inside the folder. The form is available through the AF publications distribution system. Comply with the following when documenting aircrew training on the form.

NOTE:

Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A5.2.1. Trainee Information (cover): Provides trainee and information.

A5.2.1.1. Name and grade. Self-explanatory.

A5.2.1.2. Aircrew position. Self-explanatory. (For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading).

A5.2.1.3. Unit of assignment. Self-explanatory.

A5.2.1.4. Type of training. Enter formal title or, for special mission qualification, enter type, e.g., AD, SOLL II, formation lead, etc. For other types of training, enter a descriptive identifier.

A5.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A5.2.1.6. Course number: Enter only the AFCAT 36-2223 formal number, e.g., "C5CIQ," "C5FIQ," "CLIQ," etc. Otherwise, leave blank.

A5.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record non-flying training events. Entries are required for PTT, CPT, WST, and ground training (GT). Entries are required for in-unit academic instruction conducted according to formal school courseware.

A5.2.2.1. Date. Self-explanatory.

A5.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT-1," "WST-2," "GT-3," etc., or specific identifier.

A5.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A5.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., aircraft commander (AC), instructor pilot (IP), instructor navigator, instructor loadmaster, etc.

A5.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A5.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A5.2.4. Written Evaluations. If applicable and desired, record data for the inflight evaluation required to complete the training program.

A5.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A5.2.4.2. Type. Enter the AFI 11-202, Volume 2, description or other appropriate identifier.

A5.2.4.3. Grade. Enter according to AFI 11-202, Volume 2.

A5.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A5.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A5.2.5.2. Type evaluation. Enter AFI 11-202, Volume 2 evaluation description or other appropriate identifier.

A5.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A5.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **NOTE:** Flight commanders or supervisors will accomplish reviews during formal training courses. Squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A5.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A5.2.5.6. Evaluator. Self-explanatory.

A5.2.5.7. Grade. Enter according to AFI 11-202, Volume 2.

A5.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A5.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A5.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc.

A5.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A5.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A5.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A5.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A5.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see paragraph [A5.4.11.](#))

A5.2.8. Grading Codes. (For use with AF Form 4024, see paragraph [A5.4.8.](#))

A5.3. Instructions for AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order

with the most recent flight on top. This form may be used for ATS and formal school courses at their discretion.

A5.3.1. Training Period and Date (Item 1). Training period is either ground, WST, or flight, i.e., GT-1, WST-3, S-4, etc. Also, annotate the date the training occurred.

A5.3.2. GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time (**not applicable for AETC**).

A5.3.3. Total Training Time (Item 8). Keep a running total of all training time (add items 3, 5, and 7).

A5.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block or form and continue remarks.

A5.3.4.1. Operations Review. In addition to reviewing all **AF Form 4023** entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an **AF Form 4023**. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A5.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the students' records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A5.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A5.3.6. Students Block (Item 11). Students will print and sign their name.

A5.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual **AF Form 4023** entries.

A5.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A5.4. Instructions for the AF Form 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Use separate AF Forms 4024 for simulator and flight training. Maintain AF Forms 4024 on the right side of **AF Form 4022**. The **AF Form 4024** may be used for ATS and formal school courses at their discretion.

A5.4.1. Name. Self-explanatory.

A5.4.2. Crew Position. Self-explanatory.

A5.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal identifier, e.g., C5CIQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A5.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A5.4.5. Date.

A5.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A5.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A5.4.8. Grade. Enter a "B", "F", "P", "S" or "U" as appropriate.

A5.4.8.1. "I"—Item must be accomplished once by the crew member, but does not require proficiency.

A5.4.8.2. "B"—Briefing item only.

A5.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A5.4.8.4. "P"—Proficient; crew member has achieved the required proficiency level.

A5.4.8.5. "S"—Satisfactory; crew member has not achieved the required proficiency level but progress is satisfactory.

A5.4.8.6. "U"—Unsatisfactory; crew member was previously proficient, but has regressed or progress is unsatisfactory.

NOTE:

Once a crew member has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A5.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the syllabus.

A5.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A5.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the specific AFI 11-2XX Volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). **EXCEPTION:** One-time events required for familiarization and not listed in the MTL/ESD or specific AFI 11-2XX volume

will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

Event and Task Performance Standard

Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

Event and Task Knowledge Standard

Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A5.5. Instructions for the AF Form 4025:

A5.5.1. For each formal training program, an **AF Form 4025** will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information (not required for retraining as a result of a failed evaluation unless directed by the squadron commander). In the remarks section, annotate the total calendar time, GT time, flight time, and ATD time from the **AF Form 4023**. This report will be filed on the right side of the **AF Form 4022** on top of any existing AF Forms 4024.

A5.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on the **AF Form 4025** do not reflect personal opinions or biases. All comments must be supported by information contained in the **AF Forms 4023** or **4024**. At formal schools, the instructor will accomplish the **AF Form 4025** and the squadron commander's signature is optional.

A5.6. Aircrew Training Guides (TG). If available, use aircrew TGs for training programs.

A5.6.1. The ATS contractor will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201. Coordinate TG development through appropriate MAJCOM with an info copy sent to HQ AMC/DOT.

A5.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training. These TGs will be inserted in **AF Form 4022**.

A5.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an **AF Form 4022** and maintained in accordance with paragraph [A5.1.5](#).

A5.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A5.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the **AF Form 4025**. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. **EXCEPTION:** Copilot and second FE flight simulator ATS progress reviews (evaluations) may be administered with open areas in the TG.

A5.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., AC for copilots, first FE for second FEs, qualified LM for LMs, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A5.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and **AF Form 4025**. This mini-TG will be placed in the **AF Form 4022** and used to document completion of additional training.

A5.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an **AF Form 4025** in accordance with paragraph [A5.5](#). Maintain completed TG and associated **AF Form 4025** in the training folder according to paragraph [A5.1.5](#).

A5.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A5.6.4. Review Procedures:

A5.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the comments' section:

A5.6.4.1.1. Pilots:

A5.6.4.1.1.1. AR missions. Indicate whether the flight was day or night. Also, include whether contact was heavy- or light-weight and the accumulated contact time.

A5.6.4.1.1.2. AD missions. List number and types of drops.

A5.6.4.1.1.3. SOLL II missions. Include the number of night-vision goggle (NVG) landings, low-level routes, and the number or types of NVG drops.

A5.6.4.1.2. Navigators:

A5.6.4.1.2.1. AD missions. Include number and type of drop.

A5.6.4.1.2.2. SOLL II missions. Include the number and types (verbal, reduced verbal cues) of ARDAs, low-level routes, and the number and type of NVG drops.

A5.6.4.1.3. Loadmasters:

A5.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g., 8 pallets and 5 passengers.

A5.6.4.1.3.2. AD missions. Enter the words "no drop" when the load did not exit the aircraft.

A5.6.4.1.3.3. Personnel ADs. Enter the number of personnel dropped on each pass, e.g., "first pass-2," "second pass-2," etc.

A5.6.4.1.3.4. Heavy equipment drops. Enter a general description of the load, e.g., "modular platform (jeep), sequential platform (one mass load, one jeep), etc." The instructor or trainer will sign and enter his or her crew qualification on the training progress record. The trainee will initial the training progress record.

A5.6.4.1.4. Flight Engineers. Document all special operations, AD, and hot refueling training in one locally-developed (HQ AMC/DOTA approved) TG.

A5.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A5.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A5.6.4.4. Records of crew members, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A5.6.5. Disposition of TGs:

A5.6.5.1. Place completed TGs in AF Form 4022 and retain for 1 year following completion of training.

A5.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.